

# The Mining Journal

## RAILWAY AND COMMERCIAL GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 508.—Vol. XV.]

LONDON: SATURDAY, MAY 17, 1845.

[PRICE 6D.

**A NEW 30-INCH CYLINDER ENGINE, AND OTHER VALUABLE MINING MATERIALS.—TO BE SOLD, BY MR. FENDERBURY, on Tuesday, the 20th inst., by 12 o'clock in the forenoon, at TREVEN WINE, in the parish of St. Erth, the following MATERIALS—viz.:**

ONE 30-inch CYLINDER ENGINE, 9 feet stroke in cylinder and 8 feet in shaft, with boiler, about 12 tons. This superior engine, lately manufactured by Messrs. Harvey, on their most improved plan, has only been a few months in use.

Capstan and shears—120 fathoms new 8-inch capstan rope.

- 10-feet 10-inch plunger-pole, with stuffing-box and gland.
- 11-feet 6-inch ditto ditto.
- 10-inch H and top door-piece—1 6-inch ditto ditto.
- 6-feet 8-inch clackdoor-piece—1 6-feet 10-inch windbore.
- 10-feet 8-inch working—1 6-feet 10-inch windbore.
- 9-feet 8-inch ditto —1 6-feet ditto.
- 9-feet 9-inch puns—8 9-feet 6-inch ditto.
- 30 fathoms 8-inch rods, with plates and pins to match.
- 8-inch bucket brasses and prongs—2 horse-wheels and shaft tackle.

Whim chain, whim and winch bobbles, a 36-inch smith's bellows, anvil, vice, smith's hone, grinding-stone, rod and flanch bolts, a quantity of iron, timber, ladders, launders, and sundry other articles.

For view and particulars apply to the agents on the mine, or to Captain T. Richards, Marazion.—St. Erth, May 6, 1845.

Freehold Copper Rolling Mills, Hammer Mills, Furnaces, Refinery, Foundry, and Factory, with very valuable water-power, with a fall of above 5 feet 6 inches, on the River Wandie, in Garrair-lake, Wandsworth, Surrey, fully equal to between 70 and 80-horse power, all well enclosed, with a Manager's Dwelling-house, good Garden, numerous Workmen's Cottages, with Gardens, and several valuable parcels of Meadow Land, containing altogether nearly twenty acres, most eligibly situated, within one mile and a half of Wandsworth, in the county of Surrey, and about seven miles from London.

**MESSESS. DRIVER** have received instructions to **OFFER TO PUBLIC COMPETITION**, at the Mart, on Tuesday, the 27th of May, at Twelve o'clock, the above most valuable and desirable **FREEHOLD PREMISES**, exonerated from land tax, which are now, and have for nearly a century and a half, been worked by the Governor and Company of Copper Miners in England. The premises comprise a convenient small dwelling-house for a manager, with a most excellent garden; a building, about 96 feet by 70 feet, called the Rolling Mill, and a very capital iron water wheel, 18 feet diameter by 14 feet in width; a hammer mill, about 70 feet long, with two other water-wheels, one 15 feet and the other 12 feet diameter; a new building called the Refinery and Foundry, about 85 feet by 42 feet, with three furnaces, stabling, sundry workshops, and a counting-house; an Artesian Well, 165 feet deep, with 5-inch copper pipes; twelve workmen's cottages, and sundry parcels of most desirable and valuable meadow land, containing altogether about twenty acres. The purchaser may, or may not (as he pleases), take the machinery at a valuation; and, in the event of his not taking it, the vendor's reserve to themselves the power of selling the same, by auction, or otherwise, on the premises, as per inventory thereof, to be produced on the day of sale.

To be viewed on application to Mr. Bashford, residing on the premises, of whom printed specifications, with plans annexed, may be had. Specifications and plans may also be had at the Spread Eagle, Wandsworth; at the offices of the company, Old Broad-street; of Messrs. Roy, Blunt, and Co., solicitors, Lothbury; at the Auction Mart, near the Bank; and of Messrs. Driver, surveyors and land agents, 8, Richmond-terrace, Parliament-street, London.

**IMPORTANT SALE OF MINING SHARES.**  
Paying large Dividends, and presenting very eligible investments for capital.  
**MR. C. WARTON** begs to announce, that he is directed by the executor of the late Henry Gibbard, Esq., to **SELL, BY AUCTION**, at the Auction Mart, London, on Wednesday, May 29th, at Twelve o'clock, **SHARES** in the following important **BRITISH MINES**—viz., East and West of Wexham, Providence, Levant, Fowey Consols, Dolcoath, the Frodoe Mines, South Crook, Hallenbrough, Brewer, Wheel Henry, Wheel St. Cier, Wheel Robins, Wheel Norris, Rose Consols, East Pool, Stray Park, &c.

Particulars are preparing, and may be had in due time, at the Auction Mart; at the Golden Lion, Liverpool; Pearce's Office, Truro and Penzance; and of Mr. C. Warton, auctioneer and estate agent, 38, Threadneedle-street.

**A COLLIERY, producing a PROFIT of upwards of TWENTY PER CENT.**, and which, with a very moderate outlay, will yield 50 per cent., is now **FOR SALE**.—Particulars may be had on application to Messrs. Reed and Robinson, 9, Adam-street, Adelphi.

**MONMOUTHSHIRE.**  
**IMPORTANT TO IRONMASTERS, COAL MERCHANTS, AND CAPITALISTS.—TO BE SOLD, BY AUCTION, BY MR. JOHN WILLIAMS,** at the Clarence Inn, in Pontypool, on Thursday, the 12th day of June, 1845, at Two o'clock in the afternoon, subject to such conditions of sale as shall then be produced, all that valuable **ESTATE**, called by the name of "PEN Y TRENCH," situated in the parish of Trevelin, in the county of Monmouth, and containing by admeasurement 36 acres and 1 rood, chiefly arable and pasture land, with some coppice; together with a good farmhouse and buildings, and two cottages thereon, producing the surface rent of £36. This estate abounds in minerals, both ironstone and coal, and there can be no doubt, from the result of the workings in neighbouring properties, that the following veins will be found therein—viz., the Sore Vein, Black Pine Mine, New Vein Coal, Droydd Vein Coal, Red Vein Coal, Ynfa Vein Coal, Meadow Vein Coal, Stone Vein Coal, Yard Vein Mine, &c.

The property offers peculiar advantages, inasmuch as the veins may be worked either from the Cwm Nant ddu or from the Cwm Glyn Valley, and can be brought to market at a cheap rate, the estate being distant only about 600 yards from the Cwm Nant ddu tramroad, which joins the canal at Pontnewydd rolling-mill, and also within easy distance of the tramroad, leading from the bottom of Bisan y Cwm incline plane. The estate is cophold of the Manor of Tintern and Bryngwyn.

For further particulars apply to Mr. William James, mineral surveyor, Trosnant, Pontypool; to the auctioneer; or to Messrs. Prothero and Towgood, solicitors, Newport.

**PONTYPOOL, Monmouthshire.—TO BE LET, an important and valuable TRACT OF MINERAL PROPERTY, known as the GRAIG DDU ESTATE, and situated in the immediate vicinity of the extensive iron-works of Pentwyn and Aberystwyth. This property comprises the whole of the seams, both of COAL and IRON ORE, employed in the manufacture of iron, in the South Wales district, and would form, in conjunction with some other smaller properties adjoining to it, and which may likewise be secured upon advantageous terms, a most valuable SITE for the ESTABLISHMENT of an IRON-WORK—there being no situation unappropriated in the neighbourhood which is so well adapted for that purpose.**

In addition to the seams of coal, which are applicable to iron-works, this property contains likewise a SEAM of RED ASH COAL, well known in Monmouthshire as the "Cwm Tillery Vein." This coal has been already worked to some extent by level, and is in considerable repute for household purposes, and it is considered that a lucrative COLLIERY may be established thereon. With the exception of this seam, the whole of the coals are admirably adapted for steam-packet purposes; and are believed to be fully equal in quality to those worked so extensively, at Risca, by Messrs. Russell and Hookey. The same coals are exclusively worked for the supply of the Pentwyn Iron-Works, in properties immediately adjoining to this, and there cannot, therefore, be any material difference in the quality of the minerals. The following extracts from Mr. Musket's able *Papers on Iron and Steel*, will serve to show the comparative quantities of carbon contained in the respective seams worked at Risca Collieries and at Pentwyn Iron-Works.

RISCA.....	Upper Rock Vein.....	66.11 per cent.
	Lower ditto.....	61.78 "
	Big Vein.....	68.016 "
PENTWYN..	Big Vein.....	71.87 "
	Troydd Vein.....	68.2 "
	Meadow Vein.....	63.65 "
	Old Vein.....	68.50 "

It will thus be seen that the latter is considerably more carbonaceous than the former, and are, consequently, of greater value.

The Graig Ddu property is not more than a mile distant from the Monmouthshire Canal, with which it is already connected by a tramroad; and the Cwm Ffrwd Ore Branch of the projected Newport and Pontypool Railway is also proposed to be extended to within a short distance of it. The total distance from Newport, the shipping port, is about eleven miles only. Any parties who may be desirous of taking these minerals, with a view to the establishment either of an iron-work or colliery, will be treated with upon liberal terms; and any further information relative thereto, may be obtained on application to Mr. William Llewellyn, Jun., mining engineer, Pontypool; or to Mr. Charles J. Parkes, Wentland Cottages, Pontypool.

**TO CAPITALISTS.—The PROPRIETOR of a MINERAL ESTATE in GLAMORGANSHIRE, containing all the ELEMENTS (excepting limestone) for the ERECTION of IRON-WORKS, is desirous of LETTING the same to a COMPANY, or to a GENTLEMAN of CAPITAL.—A station on the South Wales Railway, in the limestone district, will be erected within three and a quarter miles of the property, a branch railway to which can be made, at a small cost, along the banks of a river, which runs through this estate. A communication may also be made with an existing railway, about one mile distant. Upwards of thirty feet of coal, of the best bituminous and coking qualities, have been proved, associated with which are a due proportion of rich iron ore. Further information may be obtained from the proprietor by a letter, addressed "C. C." care of Messrs. Holme, Loftus, & Young, solicitors, 10, New Inn, London.**

**TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE for MACHINERY and AXLES of every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE** is—after trials on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public.

References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Green-street, Wellington-street, Blackfriars-road, London.

**YRSHIRE.—EXTENSIVE MINERAL FIELD TO BE LET.—TO BE LET, for such number of years as may be agreed on, the SEAMS of BLACK-BAND, CLAY IRONSTONE, COAL, and LIMESTONE, on the ESTATE of ROW-ALLAN, in the parish of Fenwick. These minerals have all been proved. The seams of blackband are from 12 to 20 inches in thickness; have been analysed, and found to contain from 35 to 38 per cent. of iron; one seam of inferior quality is nearly five feet thick, but, from the cheapness of mining, it may be valuable. Attached to the black-band seams are from 6 to 12 inches of coal—quite sufficient for calcining the coal.**

There is also on the property excellent fire-clay, of workable thickness, from which fire-bricks can be made on the ground.

From Rowallan to the Kilmarlock stations of the Glasgow Railway and Troon Railway the distance is between three and four miles, and to which a branch railway could be formed; but, as it is more than probable that a railway will very soon pass through Rowallan, this may not be considered necessary.

Specimens of the ironstone, borings of the coal, and plans of the lands, and every necessary information, will be furnished on application to Mr. Davidson, Moorend, near Fenwick; Messrs. Ball and Geddes, mining engineers, Edinburgh; and Messrs. Hunter, Blair, and Cowan, W.S., Edinburgh—to either of whom offers for lease may be addressed. Edinburgh, April, 1845.

**YRSHIRE.—EXTENSIVE MINERAL FIELD TO BE LET.—TO BE LET, for such number of years as may be agreed on, the SEAMS of COAL, FIRE-CLAY, CLAY-BAND, IRONSTONE, and LIMESTONE, on the ESTATE of LOUDOUN, near Kilmarlock. A series of bores have been completed, from which it appears that the coals are a continuation of the seams of Galston and Griglar; they are five in number, and measure 21 feet 9 inches thick, at a depth of from 50 to 57 fathoms; besides these seams, what are called the Loudoun coals, which underlie the limestone, are considerably deeper in the section. These comprise two seams of coal, one 3½ feet thick, of good quality, and one of 3½ feet. A working of these two coals was, many years ago, carried on by aid of machinery, but the seams stated in the bores have not yet been opened up, and they appear to extend over a great extent of land. Some of the coals are overlaid by ironstone bands, and there are sundry thinned coals, accompanied by fire-clay, together presenting a working height of from 2 feet to 2 feet 10 inches.**

Along Folkeath Burn are exhibited numerous bands of clay ironstone, of the finest quality—much of which could be worked open cast; and adjoining these there is limestone, which can be worked at various parts of the estate, also open cast. There is good reason to believe that, on a careful search, black-band ironstone, similar to what has been lately found on the estate of Rowallan, in this neighbourhood, will also be found in Loudoun.

The black-band ironstone and other minerals on Rowallan estate (at present advertised to let), could be carried, in a calcined state, to blast-furnaces at Loudoun, where coal, well fitted for smelting iron, is abundant.

The estate of Loudoun is close to the village of Galston, and about six miles from Kilmarlock, where the Glasgow Railway and Troon Railway afford direct access to good harbours at Troon and Ardrossan, having an established shipping trade. Two other railways are also projected to pass through the district—one, in connection with the Barrhead and Kilmarlock Junction Railway, will pass near to Rowallan, and the other a branch from the Glasgow and Ardrossan Railway, by Muirkirk, to Kilmarlock. As an arrangement may be made for letting the minerals in Rowallan and Loudoun together, they are now brought under the notice of coal and ironmasters, with a view of granting a lease of the whole, or such part thereof as may be agreed on.

Specimens of the ironstone and borings of the coals, with plans of the lands, and every necessary information, will be furnished by Captain Patrick, at Loudoun Cottage, by Kilmarlock; Messrs. Ball and Geddes, mining engineers, Edinburgh; Messrs. Hunter, Blair, and Cowan, W.S., Edinburgh—to either of whom offers for lease may be addressed. Edinburgh, April, 1845.

**TO BE SOLD, and DELIVERED at NEWPORT, PORT CAWL, or SWANSEA, a large quantity of the RICHEST BLACK HEMATITE IRON ORE, capable of making bars for the best Steel, or Plates, Chain Cables, &c. It is nearly free from silica, and it will smelt by itself, or is of the highest value to mix with poorer ores.—Further particulars and price to be had of Mr. S. Woolcott, Sandhill-park, Taunton, Somerset.—May 10, 1845.**

**WANTED, by a MAN, of fifteen years' experience in the construction of steam-engines and machinery generally, a SITUATION as SUPERINTENDENT of a MANUFACTORY—A Locomotive Engine Establishment would be preferred; the advertiser would have no objection to go abroad.—Satisfactory testimonials can be given.—Address, by letter (prepaid) to "W. B." office of the Mining Journal, Railway and Commercial Gazette, 26, Fleet-street, London.**

**PATENT GALVANISED IRON COMPANY.—NOTICE.**  
The Attorney-General has given his fiat, and a *scire facias* has been issued to REPEAL this COMPANY'S GALVANISING PATENT (Scire's process), which was tried in February last, before Chief-Justice Tindal, in the cause of Pattenon v. Holland, and was found by the jury to be invalid.—May 9, 1845.

**BY HER MAJESTY'S ROYAL LETTERS PATENT.**  
**MOREWOOD and ROGER'S PATENT METAL.**—This article was at first sold under the name of Galvanised Tin Plates, but the patentees finding that the public, in some instances, overlooking the word Tin, confused the article with Galvanised Iron, and that the character of their metal has thereby sustained injury, and a desire of giving it a name so distinctive as to prevent such mistakes, and consequent disappointment to purchasers, in future. They therefore, respectfully request purchasers to inquire for Morewood and Roger's Patent Metal. In order to enable the public readily and at first sight to distinguish between the two metals, it may be well to inform them, that Galvanised Iron has a plain zinc-like appearance, while M. and R.'s Patent Metal has a smooth crystalline surface.

**MOREWOOD and ROGER'S PATENT METAL.**  
Patronised by the Admiralty and the Honourable Board of Ordnance, being extensively used in her Majesty's Dockyards, at the Tower, the extensive new fire proof warehouses of the Liverpool Docks, and elsewhere, for every variety of roofing, and other purposes, where a strong, light, cheap, and durable material is required.

It has been found by experience, that this article is beyond all comparison superior to zinc; possessing, as it does, all the advantages arising from the strength and firmness of iron, combined with perfect immunity from rust; whilst it is free from the very serious objection which applies to zinc—viz., its contraction and expansion, consequent upon every change of temperature, and from which circumstance leakage must of course result.

This material is not likely to be destroyed by fire, as is the case with zinc and lead; which melt and run down, thus freely admitting fresh air to the fire, and causing it to burn more fiercely. It is, therefore, obviously well adapted for all the purposes above-named, and most importantly so, when there is the possibility of fire. It is also peculiarly suitable for chimney-tops, gutters, spouting, and out-door work generally, possessing the strength of iron, without its liability to corrosion. It is by far the most economical metal roofing that can be obtained, in consequence of its strength, as it may be laid without boards, and upon the lightest rafters.

This mode of preserving metal from rust does not only apply to sheet-iron, but also to manufactured iron in any form, as bolts, nuts, hinges, nails, &c., &c.

For full particulars apply to S. Holland, 34, Gracechurch-street.

**BY HER MAJESTY'S ROYAL LETTERS PATENT.**  
**SMART'S ELLIPTICAL CONVEX METALLIC FLOATS.**  
FOR STEAM-SHIPS, as applied to the Bristol and Dublin steamer SHAMROCK, and to the SWIFT, between Newport and Bristol; and also to the OSPREY, running between Bristol and Waterford. The patentees have now the satisfaction to announce, that in addition to the ships already named, he has granted a LICENSE to the Bristol General Steam Navigation Company to USE his PATENT FLOAT in all their steam-ships, comprising the Dublin, Cork, Waterford, and the various channel port steamers, varying in power from forty horses to two hundred each.

The numerous ADVANTAGES attending this valuable invention may be seen below:

1. The appearance of these floats is light and elegant.
2. Their durability and stability are indisputable, as may be instanced by the Shamrock steamer, which has been fitted with them for nearly twelve months, and has since steamed twenty-five thousand miles. The floats are now as firm and good as they were the first day.
3. Vibration is reduced so far to be scarcely perceptible, the engines are eased, and both they and the ship suffer less wear and tear; and, from their elliptical form, they are strikingly advantageous in cases of strong head wind and heavy sea. Backwater and undulation is also reduced to its smallest quantum, and thereby lessening the chance of accident to small boats, barges, &c., which has hitherto been consequent on the operation of the common paddle-float, particularly in crowded rivers.
4. They more readily arrest the progress of a ship in chances of a collision, the concave side taking the water when this operation is performed. This is of great importance in preventing collisions, or backing off a shore.
5. They are very simple, and are easily applied to any paddle-wheel, at nearly the same cost as the common float, and THEY INCREASE THE SPEED MORE THAN ONE KNOT PER HOUR.

For license to use them (for which the charge is 10s. per horse-power), apply to the patentee, Mr. ROBERT SMART, 5, Grenville-place, Howells, Bristol, who will personally attend the fitting, if required, his travelling expenses being paid.

**AGENTS.**  
Messrs. George Lunell and Co., engineers and shipbuilders, Bristol.  
W. J. Le Feuvre, Esq., Southampton.  
J. N. Smart, Esq., Swansea.  
Thomas Mowatt, Esq., engineer, Leith, near Edinburgh.  
Scott, Sinclair, and Co., Greenock.  
W. H. Hutchinson, Esq., Hull.  
J. L. Pin, Esq., Dublin and Liverpool.  
Jules, Coulson, and Co., 12, Clement's-lane, London.

Testimonials of the highest order, on application to the patentee or his agents. Bristol, December, 1844.

**NOTICE TO INVENTORS.—OFFICE FOR PATENTS OF INVENTIONS and REGISTRATIONS OF DESIGNS, 14, LINCOLN'S INN-FIELDS.**—The printed INSTRUCTIONS gratis, and every information upon the subject of PROTECTION for INVENTIONS, either by Letters Patent or the Designs Act, may be had by applying personally, or by letter, pre-paid, to Mr. Alexander FLEMING, the office, 14, Lincoln's Inn-Fields.

**GRAND UNION RAILWAY—COMMENCING AT NOTTINGHAM, and extending via GRANTHAM, FOLKINGHAM, SPALDING, HOLBEACH, LONG SUTTON, and SUTTON-BRIDGE, TO KING'S LYNN, in NORFOLK.**  
Provisionally Registered, pursuant to 7 and 8 Victoria, cap. 110.  
Capital £1,500,000, in 60,000 shares, of £25 each.—Deposit £1 10s. per share.

**COMMITTEE OF DIRECTION.**  
**THE RIGHT WORSHIPFUL THE MAYOR OF NOTTINGHAM.**  
William Gibson, Esq.  
Frederick Plant, Esq.  
Mr. Thomas Gee.  
**PROVINCIAL COMMITTEE.**  
The Rt. Hon. Lord Ranelagh, Bunby Park  
Sir Wm. Earle Welby, Bart, Denton Hall  
Sir M. J. Cholmeley, Bart, Easton Hall  
Glynne Earle Welby, Esq. M.P. Newton Hall  
Thos. Gisborne, Esq. M.P. chairman of the Manchester and Buxton Railway Co.  
Charles Henry Bertie, Esq. Gledney Marsh  
Richard Peel, Esq. Long Sutton  
Charles Brewerton Taylor, Esq. Lutton  
William Morley, Esq. Blackheath  
The Mayor of Nottingham  
R. S. Hutchinson, Esq. M.D. Nottingham  
Edward Frank, Esq. Nottingham Park  
William Gibson, Esq. Nottingham  
Frederick Plant, Esq. Nottingham  
Thomas Wakefield, Esq. Nottingham  
Henry Smyth, Esq. Nottingham Park  
Thomas Keely, Esq. Daybrook  
Francis Wakefield, Esq. Park Lodge  
John Morley, Esq. Nottingham  
Mr. Edward Carrington  
Samuel Cartledge, Esq. Mapperley  
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F. P. Hewitt, Esq. Nottingham  
Thomas Adams, Esq. Lenton Firs  
William Patterson, Esq. Bulcote  
Richard Biddle, Esq. Nottingham  
William Chapman, Esq. Nottingham  
John Gibson, Esq. Nottingham Park  
Robert Attenborough, Esq. Nottingham  
Richard Birkin, Esq. Basford  
Isaiah Danks, Esq. Nottingham  
John Levers, Esq. Nottingham  
Alfred Lowe, Esq. High Fields House  
W. E. Laycock, Esq. Sheffield  
Mr. Morley, Esq. Stanton Hall  
William Taylor, Esq. Nottingham  
Fras. Wakefield, jun. Esq. Nottingham Park  
Charles Butlin, Esq. Snetton  
Edward Steegmann, Esq. Nottingham Park  
The Rev. James Morton, Holbeach  
Rev. W. C. Inman, Falingham  
Mr. John Caswell, Falingham  
Mr. John Caswell, Falingham

**ENGINEER-IN-CHIEF—Charles Vignoles, Esq. F.R.S., M.R.I.A.**  
**ACTING ENGINEER—Mr. George Thompson.**  
**BANKERS.**  
London—Sir R. C. Glyn and Co.  
Nottingham—Moore and Robinson's Nottinghamshire Banking Company.  
**SOLICITORS.**  
Messrs. W. and S. Parsons, Jun., Nottingham.

**PROSPECTUS.**  
This important line of railway will commence near the Midland Counties station at Nottingham, whence, after crossing the navigable River Trent, the line will proceed through or near Bridgeford, Holme, Ratcliffe, and the intermediate villages, Bingham, Bottesford, Whetton, Elton, the rich and fertile Vale of Belvoir, to the town of Grantham, thence passing through or near Folkingham and Bourn, or one of them, to Spalding, Long Sutton, Sutton-bridge, and King's Lynn, and there joining the intended Lynn and East Dereham Railway, will form the most direct line of connection between the eastern counties, and the great and populous manufacturing districts of Lancashire, Yorkshire, and Staffordshire, by means of the projected Grand Union Extension Line to Amber Gate, and other lines north of Nottingham; and by means of the line to Yarmouth will also form a communication between the eastern and western coasts of the kingdom.

The southern parts of Lincolnshire, and the north-eastern parts of Cambridgeshire, will be afforded a direct facility of intercourse with some of the best markets in England.

The neighbourhood of Nottingham being the most eastern part of the great midland coal-field, this line will afford a supply of coals, as well as being the medium of transit of Derbyshire iron ore to the agricultural districts of South Lincolnshire, at a considerably cheaper rate than by any other existing or projected line. In short, the vast mineral wealth of the midland district, will be rendered available to the whole of the great agricultural country east of Nottingham.

Surveys are now in progress, and the nature of the country is known to offer no serious engineering difficulties, and a great portion of the line will be nearly a dead level. The consideration of an extension of the line from Spalding or Long Sutton to Wisbeach, will also form a portion of the scheme.

The Report of the Board of Trade on the lines through Lincolnshire says—"The total cost attending the transmission of a quarter of wheat from the interior of Lincolnshire, by sea, from the port of Boston to London, including freight, insurance, lighterage, commission, and other charges, is stated to amount to very near 8s. The charge by railway per quarter (allowing five quarters to the ton, at the charge of 14d. per ton per mile, at which the estimate of the Cambridge and Lincoln Railway is taken) would not exceed 2s. 6d., and the remaining charges are calculated not to exceed 2s. 6d., thus showing a benefit to the corn growers and to the public of 3s. 6d. per quarter, occasioned by the saving of the sums now paid for insurance, delay, loss in weight, depreciation of quality, lighterage, &c."

"A still more important advantage to the farmer is afforded by the opportunity given by railway communications of availing himself promptly of the most favourable market. If frequently happens, that owing to the delay and difficulty of transmission, the farmer is compelled to sell his wheat at the nearest provincial market at a price considerably below the average rate, and to lose the advantage of a temporary rise."

"Whatever tends to equalise prices accords to the farmer the most beneficial result, cannot but be considered as a benefit both to the producer and the consumer. We are satisfied that much may be done in this way by an economical and well arranged system of railway communication."

The same remarks apply to the whole of the great manufacturing districts of Lancashire, Yorkshire, and Staffordshire.

The great quantity of land, amounting to 100,000 acres, about to be redeemed from the sea by a company, with Sir John Rennie as engineer for the promoters, and Mr. Rendell for the corporation of Lynn, must ultimately prove of great advantage to this undertaking. And it is conceived, that the Grand Union Railway must meet with the cordial co-operation of the midland railways, as an immense traffic will be brought along those lines en route to Birmingham, the Potteries, and the whole of the manufacturing districts of Staffordshire. The traffic upon the intended Nottingham and Mansfield, Sheffield and Newark, Manchester, Sheffield, and Midland Junction, and the Sheffield and Manchester lines must also derive a great increase of traffic from this line of railway. The Cambridge and Lincoln Railway must also be greatly benefited.

Power is intended to be reserved in the Act to allow 4 per cent. interest upon deposits and calls, until completion of the line.

Applications for shares may be made to Messrs. Capes and Stuart, solicitors, Gray's Inn, London; or Messrs. W. and S. Parsons, Jun., solicitors, Nottingham, where the forms of application may be obtained; or from Mr. Charles Spencer, Mr. Pearson Peet, Mr. Samuel Collinson, shareholders, Nottingham; or Mr. Charles Cartledge, stock and sharebroker, 1, Cashion-court, Broad-street, London; Mr. R. S. Wilkinson, 5, St. Mildred's-court, London; Mr. William Haynes, sharebroker, Manchester; Messrs. Edward King and Co., Leeds; Messrs. Potter and Smith, Leeds; Messrs. Collinson and Flint, Hull; Messrs. Parsons and Townley, Liverpool; Messrs. Warburton and Co., Newcastle-upon-Tyne; Mr. J. Senior, Sheffield; or Mr. Andrew Moffatt, 21, George-street, Edinburgh.

No further applications for shares can be received after Saturday, the 24th of May inst., except from landowners and parties locally interested along the line; and none from the latter after Saturday, the 31st of May instant.

The allotment will take place immediately afterwards.

**GRAND UNION EXTENSION RAILWAY, COMMENCING AT NOTTINGHAM, AND EXTENDING VIA GRANTHAM, FOLKINGHAM, SPALDING, HOLBEACH, LONG SUTTON, and SUTTON-BRIDGE, TO AMBER GATE.**  
Provisionally Registered, pursuant to 7 and 8 Victoria, cap. 110.  
Capital £500,000, in 20,000 shares, of £25 each.—Deposit £1 10s. per share.

**PROVINCIAL COMMITTEE.**  
Edward Munk, Esq. Nottingham Park  
R. S. Hutchinson, Esq. M.D. Nottingham  
William Gibson, Esq. Nottingham  
Frederick Plant, Esq. Nottingham  
Henry Smyth, Esq. Nottingham  
Thos. Keely, Esq. Nottingham  
William Cartledge, Esq. Nottingham  
John Morley, Esq. Nottingham  
William Gill, Esq. M.D. Nottingham  
Jonathan Burton, Esq. Carrington  
Louis Heymann, Esq. Nottingham  
Samuel Cartledge, Esq. Nottingham  
William Page, Esq. Nottingham  
F. P. Hewitt, Esq. Nottingham  
Thomas Adams, Esq. Lenton Firs  
William Patterson, Esq. Bulcote  
Richard Biddle, Esq. Nottingham  
William Chapman, Esq. Nottingham  
John Gibson, Esq. Nottingham Park  
Robert Attenborough, Esq. Nottingham  
Richard Birkin, Esq. Basford  
Isaiah Danks, Esq. Nottingham  
John Levers, Esq. Nottingham  
C. N. Wright, Esq. Nottingham  
Edward Steegmann, Esq. Nottingham  
W. E. Laycock, Esq. Sheffield  
William Taylor, Esq. Nottingham  
F. Wakefield, jun. Esq. Nottingham Park

**BANKERS.**  
London—Sir R. C. Glyn and Co.  
Nottingham—Moore and Robinson's Nottinghamshire Banking Company.  
**SOLICITORS.**  
Messrs. W. and S. Parsons, Jun., Nottingham.

**PROSPECTUS.**  
An EXTENSION of the GRAND UNION RAILWAY is determined upon, from Nottingham to the Terminus of the intended MANCHESTER AND BUXTON RAILWAY at Amber Gate.

The line will traverse the Great Derbyshire and Nottinghamshire coal-field, running from the town of Nottingham, through or near Lenton, Radford, Basford, Wollaton, Bulwell, Nuthall, Kimberley, Watnall, Gressley, Newthorpe, Eastwood, Beavertree, Brinsley, Selstone, Codnor, Butterley, Pennington, Ripley, Heage, & Harton, to Amber Gate.

The line will traverse a densely-populated district, inexhaustible in its mineral resources, and from whence an immense degree of local traffic must be derived; it will connect, by its junction with the Grand Union and the Manchester and Buxton lines, a direct communication between the eastern and north-western parts of the kingdom.

As this line was originally a part of the plan contemplated by the promoters of the Grand Union Railway, and was merely postponed until it should be ascertained that the Manchester and Buxton Company would carry out their scheme of extension to Amber Gate, the shares will be apportioned to the holders of Grand Union shares in the proportion of one to every three.—April 30, 1845.



**THE PATENT GALVANISED IRON COMPANY** beg leave to announce to the public, that they are prepared to supply ROOFING, SHIP-SHEATHING and FASTENINGS, CHAINS, and the endless variety of articles to which iron, not subject to rust, may be applied. Testimonials may be seen by application at their office, 3, Mansion House-place, London.

**CAUTION.—THE PATENT GALVANISED IRON COMPANY** having ascertained that certain parties are infringing their PATENT by the MANUFACTURE and SALE of a SPURIOUS and COUNTERFEIT ARTICLE, to the injury of the company and the detriment of the public, hereby give NOTICE, that this COMPANY have the SOLE PRIVILEGE of manufacturing and selling IRON COATED WITH ZINC, commonly called "Galvanised Iron," and that they will inflict the utmost PENALTIES of the law upon all PERSONS MANUFACTURING or SELLING the same without their authority, as well as upon all persons buying or using any Galvanised Iron not manufactured by them, or sold by their authority.

3, Mansion House-place, London, Jan. 24, 1845.

## WEXFORD, WATERFORD AND VALENTIA RAILWAY.

WATERFORD, LIMERICK, AND CORK RAILWAYS.

(Provisionally Registered, pursuant to the 7th and 8th Victoria, c. 110.)

Capital £1,350,000, in 50,000 shares, of £25 each.—Deposit £1 10s. per share.

### PROVISIONAL COMMITTEE.

Sir Robert Fitz-Wygram, Bart., Connaught-place, Hyde-park  
John Nunn, Esq., Silverspring, Wexford  
Robert Hughes, Esq., Ely House, Wexford  
Sir Richard Langrishe, Bart., Knocktopher, Kilkenny  
Rev. Richard King, Woodville  
Sir Edward Cholmeley Dering, Bart., Surrenden Dering, Kent  
William Richardson, Esq., Charlotte-street, Bedford-square  
I. Leveson Gower Ward, Esq., Lincoln's Inn  
T. T. Miller, Jun., Esq., Abchurch-lane  
Richard Goff, Esq., Tottenham-green, Wexford  
Colonel William P. Pigott, Slieve Castle, Wexford  
Francis Leigh, Esq., magistrate, Rosgarland, Wexford  
Captain C. C. Mansergh, Longraigue, Wexford  
Walter Hore, Esq., Harperstown, Wexford  
Patrick Trant, Esq., county magistrate, Waterville, Caheriveen  
Samuel Handley, Esq., merchant, New Ross  
Ambrose Miller, Esq., merchant, Thames-street  
Captain W. Toole, county magistrate, Carracloe  
Higatt Tench, Esq., Baillyhealy, Wexford  
Charles O'Connell, Esq., Aldra, Caheriveen  
David Beatty, Esq., Penzance, Wexford  
W. H. Kellett, Esq., Great Clonard, Wexford  
Richard M'Gillicuddy, Esq., county magistrate, Whitefield, Kilkenny  
R. Atkins Rogers, Esq., magistrate, director of the Cork and Passage Railway  
Henry R. Harvey, Esq., magistrate, Killybeg, Wexford  
Richard Clayton Browne Clayton, Esq., Adlington Hall, Wigan, and Carrick-burn Lodge, Wexford  
Colonel Wilson, Roseville, Wexford  
Martin Howlett, Esq., magistrate, New Ross  
George Hartrick, Esq., merchant, New Ross  
Rev. Henry Helsham, Rosheron Glebe, Kilkenny  
William Campbell, Esq., Great Portland-street  
Samuel Kough, Esq., merchant, New Ross  
John Preston, Esq., Rosheron Tower, Kilkenny  
Rev. G. E. Armstrong, Listerlin Glebe, Kilkenny  
Edward Rae, Esq., magistrate, Keel, Milltown  
(With power to add to their number.)

### BANKERS.

Messrs. Smith, Payne, and Smiths, London; London and County Bank, London; the Manchester and Liverpool District Bank, Liverpool; the Bank of Ireland, and the Provincial Bank of Ireland, and their branches.

ENGINEER IN CHIEF—William Gravatt, Esq., F.R.S.

ACTING ENGINEER—Robert M'Call, Esq., C.E.

### SOLICITORS.

Messrs. Stevens, Wilkinson, and Satchell, Queen-street, London; John Symons, Esq., 33, Old Jewry, London; William B. West, Esq., Wexford.

The proposed railway will complete the chain of communication between London and the south and west of Ireland, by route of the Great Western and South Wales Railways to Fishguard, or St. David's Head, from thence to the harbour of Wexford (being the narrowest part of St. George's Channel), where the projected railway, uniting the important ports of Wexford, New Ross, and Waterford, will commence, and passing through the towns of Taghmon, Mullinavat, and Carrick-on-Suir, will there join the Waterford, Limerick, and Cork Railways, which have on this portion of their line the towns of Clonmel, Cahir, Cashel, Tipperary, and Kilmallock; and leaving them at Charleville, the Wexford, Waterford, and Valentia Railway will proceed through the towns of Dromcolliher, Newmarket, Castle Island, and Kilkenny, with a short branch to the important port and county town of Tralee; it will then pass onwards in the vicinity of Castlemain, Milltown, Killorglin, and Caheriveen, and terminate at the spacious harbour of Valentia.

By the same speed now maintained on the Great Western Railway, the journey from London to Fishguard will be performed in five hours, the passage thence to Wexford in four, to Dublin in two—thus completing the distance to Dublin in eleven hours, and accelerating the English mails to the interior thirty hours earlier than by the present arrangements.

It will be readily seen by an inspection of the map, that the whole line, when completed, will greatly facilitate the intercourse between Great Britain, Ireland, and America, as, by means of it, Valentia Harbour, a port of great importance, being brought within thirteen hours of London, must become a packet station, where vessels would avoid the delays of adverse tides and winds in the Channel, and save, at least, 900 miles of the most difficult part of the voyage to America, which would then be accomplished with ease and regularity (via Halifax) in seven days from Valentia and eight days from London.

The proposed railway will also afford a new and convenient opening for the transport and sale of the produce of the country through which it passes, by a safe and expeditious means of transit to every part of the kingdom; and the fact, that a great portion of the traffic between London, the west of England, Wales, south and west of Ireland, and ultimately of America, must exclusively flow into this line, as the great highway between these countries will be at once sufficient to show that the increase of traffic will greatly exceed the ordinary rate of computation, and that the return upon the capital invested will be very ample.

This line will pass through or near twenty towns, having on each side a fertile country, containing a population of 2,000,000 and upwards, to the whole of which it will afford railway accommodation; it will intersect the inexhaustible coal-fields of Duhalloo (computed by the railway commissioners to be the most extensive in the United Kingdom), the valuable limestone and marble quarries at Dunkit, Piltown, Mitchelstown, and Kilkenny, and the lead and copper mines near the latter (all on the line). The slate quarries at Valentia, the finest in the world, have been selected for supplying the roofing to the new Houses of Parliament, and, being extensively worked by an English company, will add to the traffic of the line.

In addition to the income derived from the mineral traffic, a very large source of revenue may be anticipated from the line, considerably cheapening the transit of the staple articles of the Irish export trade, which are raised in large quantities in the districts close to the course of this railway, the daily produce of the fisheries along the west coast, Nymph Bank, Killymore, and Wexford, and the immense quantity of live stock, corn, butter, and other agricultural produce, immediately available and requiring transmission; added to which, the numerous and extensive malting-houses and flour mills along the line will contribute largely to the traffic, and prove equally beneficial to the country and the shareholders.

When it is considered that this railway will form an important portion of a great national project, which must ere long be accomplished—that of establishing a direct chain of communication between England and America, through South Wales and the South of Ireland—it may reasonably be assumed, that, independently of its present superior local advantages and public utility, it will, in a prospective point of view, secure to itself the largest trade, and prove one of the most remunerative lines as yet proposed in Ireland.

A portion of the shares are reserved for parties locally interested, and the remainder will be allotted to those giving unexceptionable references, and no application will be attended to unless accompanied by a London reference.

Powers will be taken in the Act of Parliament to limit the liability of the shareholders to the amount of their shares, and to allow interest at 4 per cent. per annum on the deposits.

Prospectuses, with plans and forms of applications for shares, may be obtained from the following stock and sharebrokers:—Messrs. Mullens and Marshall, Lombard-street, and Messrs. Cardew and Whitehead, Threadneedle-street, London; Messrs. A. and S. Boulton, and Mr. Thomas Cresswell, Liverpool; Messrs. Boyle, Low, Pym, and Co., and Bruce and Symes, Dublin; Mr. Graves, Manchester; Messrs. Hirst and Brooke, and Mr. James Jamieson, Leeds; Messrs. Tate and Nash, Bristol; Mr. Samuel Eyre, Derby; Mr. W. Smith, Glasgow; Mr. James Pringle, Edinburgh; Messrs. Hopwood and Palmer, Plymouth; and also of the bankers and solicitors of the company.

Company's Offices, 33, Old Jewry, London, April 22, 1845.

To the Provisional Committee of the Wexford, Waterford, and Valentia Railway. Gentlemen.—I hereby subscribe for shares of 25s. each in the above undertaking, and I agree to accept them, or any less number of shares that may be allotted to me, to pay the deposits, and sign the necessary deeds.

Dated this day of 1845.

Christian and surname in full

Profession or calling

Place of residence

Name and address of reference in London

**WEXFORD, WATERFORD, AND VALENTIA RAILWAY.** In continuation of the Monmouth and Hereford Railway, and in connection with the other lines of the Great Western Railway Company.—Notice is hereby given, that NO APPLICATION FOR SHARES in the capital stock of this company will be received after THIS DAY (Saturday), 17th May, 1845.

By order, JOHN SYMONS, PRV. SEC.

## REVERSIONARY INTEREST SOCIETY.—At a PUBLIC

and numerous MEETINGS of the shareholders of the Reversionary Interest Society, convened by circular at the Guildhall, London, on the 4th day of May instant.

It was moved, by Thomas Henry Whitlam, Esq., and seconded by Joseph Wilson, Esq., and resolved unanimously:—

That this meeting is of opinion, after hearing the explanation of Sir George Stephen, that the present position of the society is not attributable to him, and that he has been treated by the board of directors with harshness and injustice; and that the resolution of the directors, dated the 17th April last, purporting to remove him from the office of solicitor to the society, is unjustifiable.

It was moved by John Hopton Forbes, Esq., and seconded by the Rev. Thomas Burnett, D.D., and resolved unanimously:—

That the law business of the society, and of the bill now in progress through Parliament, should be entrusted to Sir George Stephen, who was the solicitor appointed by the Deed of Settlement, and who has discharged that office for twenty-two years with honour to himself and advantage to the shareholders.

It was moved by the Rev. Henry Venn, and seconded by Isaac Armstrong, Esq., and resolved unanimously:—

That a requisition be now signed for an Extraordinary Court, in order to consider the steps that it is proper to take in reference to the resolution of the 17th of April last.

By order, SAMUEL WILSON.

## SHREWSBURY, HEREFORD, AND NORTH WALES RAILWAY COMPANY.

In continuation of the Monmouth and Hereford Railway, and in connection with the other lines of the Great Western Railway Company.

PROVISIONALLY REGISTERED.

Capital £1,350,000, in 50,000 shares of £25 each.—Deposit £2 15s. per share.

PROVISIONAL COMMITTEE.

J. Windsor Lyon Windsor, Esq., Viscount Park, High Sheriff of Montgomeryshire  
Sir Robert William Vaughan, Bart., High Sheriff, Dolgelley  
The Honourable Henry Huxley Tracy, Gregory Hall, Montgomeryshire  
Sir Charles Thomas Jones, Montgomery, Magistrate of Montgomeryshire  
Sir John Key, Bart., Ald. London  
John Norbury, of Mancetta House, Atherstone  
George Coleman, Esq., Hill Top, Dilwyn, Herefordshire  
Rev. Richard John Davies, Aberhafesp, Magistrate of Montgomeryshire  
Arthur Henry Wall, Esq., Lady Meadow, Herefordshire, and Woodlands, Radnorshire  
Major Newcombe, 4, Upper Gloucester-place, Regent's-park  
The Rev. John Robert Smythies, Lynch Court, Herefordshire  
George Beadnell, Esq., 1, Lombard-street, London  
William Oakley, Esq., Oakley Park, Magistrate of Salop  
Martin Williams, Esq., Brongwyn, Magistrate of Montgomeryshire  
James Henry Levin, Esq., 23, Coleman-street  
David Fugh, Esq., Llanerchydol, Magistrate of Montgomeryshire, and Mortimer-street, Chancery-square  
William Mainwaring, Esq., Leominster  
Francis Woodhouse, Esq., Leominster  
Edward Jones, M.D., Garthmyl, Magistrate of Montgomeryshire  
William Morris, Esq., Penreant, Magistrate of Montgomeryshire  
John Kerr Hastings, Esq., Hereford  
John Nelson Carpenter, Esq., Glau Arrow, Herefordshire  
Andrew Tait on Peterson, Esq., Guildford-street, Russell-square  
Rev. Devereux J. Mytton, Llandysil, Magistrate of Montgomeryshire  
Rev. John Arthur Herbert, Glanhafren, Magistrate of Montgomeryshire  
John Foulkes, Esq., Milford House, Magistrate of Montgomeryshire  
Thomas Reginald Kemp, Esq., 3, Abchurch-lane, London  
Arthur Thomas Morley, Esq., Newtown Hall, Montgomeryshire  
John Baker, Esq., Dolforwyn Hall, Montgomeryshire  
Philip Morris, Esq., The Hurst, Magistrate of Shropshire  
Edward Bernard Coleman, Esq., Church Street, Salop  
Samuel George Beamish, Esq., Maesmawr  
John Owen, Esq., Broadway, Magistrate of Shropshire  
Wythen Jones, Esq., Rhylport, Magistrate of Montgomeryshire  
J. H. Lyon, Esq., Viscount Park, Montgomeryshire  
Edward Herbert, Glanhafren, Montgomeryshire  
George Morris, Esq., Dolley, Llanidloes, Magistrate of Montgomeryshire  
Edward Price Lloyd, Esq., Glasnewin, Magistrate of Carmarthenshire  
William Douglas Christie, Esq., M.P.  
Christopher Temple, Esq., Q.C., Lansdown-place, Brunswick-square  
Rev. Richard E. Owen, Hysington, Salop  
Samuel Haines, Esq., Chad House, Edgbaston, Birmingham  
Edward Elcock Molyneux, Esq., Inner Temple, London  
J. Young Kemble, Esq., St. James's Buildings, Lincoln's Inn, and 41, Weymouth-street  
John Wheaton, Esq., Meopham Bank, near Tunbridge, Kent  
John George Norbury, Esq., Mancetta House, Atherstone  
(With power to add to their number.)

BANKERS.—Messrs. Smith, Payne, and Smiths, London; Messrs. Barnard, Barnard, and Dimdale, Newport; The National Provincial Bank of England and North Wales, Herford and Leominster; The Herefordshire Banking Company, Bishop's Castle—North and South Wales Bank.

ENGINEER.—I. K. Brunel, Esq.

STANDING COUNSEL.—Horace W. Metcalf, Esq., and John K. Smythies, Esq.

Messrs. Lewis and Ford, 28, Essex-street, and 41, Moorgate-street; and Edwin Smith, Esq., Gray's Inn, London; James Thomas Woodhouse, Esq., Leominster; John Owens, Esq., Newtown, Montgomeryshire.

SECRETARY.—George S. Sidney, Esq.

The important line of railway proposed to be constructed by this company, will commence at Shrewsbury, and proceed from thence, by way of Church Street, Ludlow, and Leominster to Hereford; and a branch will leave the line at or near the Craven Arms, and be carried by Bishop's Castle to the populous and increasing manufacturing town of Newtown, in Montgomeryshire.

The intended railway will form, by a junction at Hereford with the Hereford and Monmouth line, the important link connecting the great chain of railway communication from north to south on the western side of England, and by the branch to Newtown command the extensive traffic arising from North Wales and Cardiganshire, open this valuable district in the most direct course to London and to the south, as well as to the north of England, and ultimately form a portion of a great line from London to Dublin.

It will likewise form the nearest route from the north of England, Manchester, Liverpool, the rapidly increasing commercial town of Birkenhead, Chester, Holyhead, Ireland, and North Wales, via Shrewsbury to Worcester, Gloucester, Gloucester, South Wales, Bristol, Bath, the south-western counties, Exeter, Plymouth, and Falmouth, and be a direct line into the centre of Wales from the northern and midland counties; thus the coal and other minerals and the extensive and constantly increasing iron-works of Staffordshire and Shropshire, the manufacturing towns of Lancashire, the salt-works of Cheshire and Worcester, and the agricultural produce of the north, of the Valley of the Severn, Herefordshire, and Wales, will have a rapid and cheap transit, with the advantage of a return of imported articles to the ports of the south, and to the coast of Devonshire, and Cornwall.

This railway is imperatively required by the wants of the community; the local traffic of the populous districts embraced by the undertaking will be found in itself sufficient to afford a remunerative return to the shareholders, and the vast augmentation of revenue which will arise from the completion of the works, and the thorough traffic consequent thereon, will make the stock of the company a highly beneficial investment. This affords the best guarantee to the public that the line will be efficiently worked.

There are no engineering difficulties either on the line or the branch, the gradients are favourable, and no works of more than an ordinary character will be necessary.

The expense of the undertaking, with an ample allowance for the adaptation of the wide gauge to perfect the junction with the Monmouth and Hereford Railway, and the other lines in connection with the Great Western Company, will be covered by the proposed capital.

The directors reserve the power of adopting the atmospheric principle, and the authority, in the event of a line of railway from the metropolis to Worcester having the sanction of Parliament, to form a branch to Worcester, and to raise the additional capital which will be required for the construction of the branch.

The capital intended to be raised is £1,350,000, divided into 25,000 shares of 50s. each. A deposit of 2s. 15s. per share will be required to be paid upon the allotment to the credit of the directors in account with the bankers of the company, and no call will be made until an Act shall be obtained authorising the construction of the work.

The liability of the shareholders will be limited, by the Act, to the amount of their respective subscription to the capital stock, and power will be taken to allow interest at the rate of 4 per cent. per annum on the amount of the deposits, and upon the further payments, until the opening of the line.

The subscribers' agreement and the Parliamentary contract will be required to be duly executed when the bankers' receipts are exchanged for certificates of scrip, of which fourteen days' notice will be given; and the deposits paid by persons making default in the execution of the subscribers' agreement and the Parliamentary contract, within the time limited, will be absolutely forfeited.

A preference will be given in the allotment of the shares to parties locally interested in the line; and no shares will be appropriated except to persons who shall give satisfactory reference.

Application for prospectuses and for shares, in the form appended, to be made at the office of the company, 41, Moorgate-st., London; Messrs. Cardew and Whitehead, Threadneedle-st., London; Messrs. Lewis and Ford, solicitors, 28, Essex-st., Strand, and 41, Moorgate-st., London; Edwin Smith, Esq., solicitor, Gray's Inn, London; J. T. Woodhouse, Esq., solicitor, Leominster; John Owens, Esq., solicitor, Newtown, Montgomeryshire; Messrs. Parsons and Towler, and Mr. Robert Cartwright, Liverpool; Messrs. Cardew and Sons, Manchester; Mr. W. H. Collis, and Mr. James Pearson, Birmingham; Messrs. Riddell and Co., Messrs. Standish, Blackett, and Co., and Mr. James Jamieson, Leeds; Messrs. Alsop and Son, and Mr. Francis Stamp, Hull; Mr. L. Weatherburn, Jun., Huddersfield; Mr. Thomas Boardman, Blackburn; Mr. George Clark, and Mr. Samuel Hutchinson, Bradford; Mr. William Cronheim, Halifax; Mr. J. Stark, Gainsborough; Mr. Charles Spencer, Nottingham; Mr. Samuel Eyre, Derby; Messrs. Grayston and Earle, York; Mr. William Farrer, Epsom; Mr. E. H. Arncliffe, Wakefield; Messrs. Joseph Carr and Son, Whitehaven; Mr. James Stokes, Cheltenham; Mr. Joseph Clarke, Jun., Southampton; Messrs. Tate and Nash, and Mr. W. H. Land, Bristol; Mr. Thomas Sandford, and Messrs. Beaumont and Langworthy, Exeter; Mr. John Thomas Holland, Coventry; Mr. Jonathan Drewry, Newcastle-upon-Tyne; Messrs. Reid and Nicholson, Messrs. Thomas Farquharson and Co., and Mr. Andrew Moffatt, Edinburgh; Messrs. Duncan and Hutchinson, Glasgow; Messrs. Oswald, George, and Co., Aberdeen; and Messrs. Boyle, Pin, and Co., Dublin.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Shrewsbury, Hereford, and North Wales Railway. Gentlemen.—I request that you will allot me shares, of £50 each, in the above proposed railway, and I undertake to pay the deposit of £2 15s. per share thereon, or on any less number you may appropriate to me, and to execute the subscribers' agreement and Parliamentary contract when required.

Dated this day of 1845.

Name

Residence

Trade or profession

Reference

**SHREWSBURY, HEREFORD, AND NORTH WALES RAILWAY.** In continuation of the Monmouth and Hereford Railway, and in connection with the other lines of the Great Western Railway Company.—Notice is hereby given, that NO APPLICATION FOR SHARES in the capital stock of this company will be received after THIS DAY (Saturday), 17th May, 1845.

By order, GEO. SANDS SIDNEY, Secretary.

## CENTRAL OF SPAIN RAILWAY.—NOTICE.—NO

APPLICATIONS FOR SHARES can be received after MONDAY NEXT, the 19th instant.—The allotment will be immediately proceeded with.

By order, THOMAS HARVEY, Sec. pro tem.

68, Old Broad-street, May 16, 1845.

## CENTRAL OF SPAIN RAILWAY, FROM MADRID TO BADAJOZ, TO UNITE WITH THE NATIONAL PORTUGUESE LINE FROM LISBON TO THE FRONTIERS.

Capital £2,000,000, in 100,000 shares, of £20 each.—Spanish dollars, 160.—Francs, 500. Deposit £2 per share.—Dollars, 10.—Francs, 50.

The deposit to be returned without deduction, but without interest, should the concession not be obtained.

Fifty thousand shares have been reserved for this country.

ENGLISH PROVISIONAL COMMITTEE.

W. P. Andrew, Esq., M.C.S., 63, Grosvenor-street, Grosvenor-square  
Sir Arthur Appleby Brooke, Bart., Oakley-park, director of the Churnet Valley Railway  
James Brand, Esq., 9, New Broad-street, director of the Cambridge and Lincoln Railway  
E. Tunt Carver, Esq., F.R.S., Marlborough House, director of the Namur and Liège R.  
G. C. Holland, Esq., director of the Great Grimsby and Huddersfield and Manchester Railway Companies  
H. Garrett Key, Esq., Tulse-hill, director of the Newport and Abergeenny Railway  
Captain Plumridge, R.N. M.P., 66, Chester-square  
Henry Rasmussen, Esq., St. Bernard's  
Bernard Samuelson, Esq., Liverpool, and Lower Thames-street, London  
W. Scholey, Esq., 34, Mark-lane  
Colonel C. Ramsay Skardon, 6, Lansdowne-terrace, Kensington-park

BANKERS.—Messrs. Barnett, Hoares, and Co., Lombard-street.  
Messrs. Cockburn and Co., Whitehall.  
City of Glasgow Bank, Glasgow, Aberdeen, and Edinburgh.  
National Bank of Scotland, Edinburgh.

ENGINEERS.—George Pilkington, Esq., C.E., late Captain of the Royal Engineers.  
Assistant Engineer—James Marmont, Jun., Esq., C.E.

SOLICITORS.—Messrs. Bull and Underwood, 25, Ely-place, Holborn; T. Harvey, Esq., 68, Old Broad-st.

SECRETARY pro tem.—Thomas Harvey, Esq.

The proposed railway will connect Madrid with the National Portuguese line from Lisbon to the frontiers of Spain, for which the concession has been granted to the Company of Public Works of Spain, and the tract of country to be traversed by this line presents fewer engineering difficulties than any other district of equal extent, the route lying through the fertile valleys of the Tagus and Guadiana. The result of the investigation into the traffic is highly satisfactory, and warrants the certainty of ample returns upon the capital. The requisite preliminary measures have been taken to insure the concession at the earliest possible period.

Prospectuses and forms of application may be obtained at the offices. Applications for shares to be addressed to the solicitors; or to the secretary, at the company's offices, 68, Old Broad-street.—May 16, 1845.

## GREAT MEDITERRANEAN AND ADRIATIC JUNCTION RAILWAY.—The provisional directors of this company having now COMPLETED THE ALLOTMENT OF SHARES, beg to inform those persons who have not received an answer to their application, that it has been found impossible to comply with their request.—4, Coleman-street, May 16.

J. RATHBONE, Secretary.

## BELGIAN GENERAL RAILWAY COMPANY.

Capital £3,000,000 sterling, in 100,000 shares, of £30 each. Deposit £2 per share.

PROSPECTUSES will be duly ISSUED, in the mean while applications for shares may be made to the provisional committee, at the office of their solicitor, George Ogle, Esq., 4, Great Winchester-street, London.

## ALTO DOURO RAILWAY.

Capital 6000 contos of reis (£1,350,000), in 60,000 shares, of 100 milreis (£22 10s.) each.—Deposit 6 milreis (£1 7s.) per share.

This line will commence near the city of Oporto, and continuing through Lamego, will traverse the very heart of the great wine district of Portugal to Torre de Moncorvo within a few miles of the Spanish frontier. The manifest advantages of this line render comment almost unnecessary. Preliminary surveys have established the fact that there are no engineering difficulties of importance to overcome, and the traffic of the country is even now so great that no reasonable doubt can exist as to the lucrative nature of this investment.

The improved state of affairs in the Peninsula will eventually insure the extension of this line to the ancient and populous city of Salamanca, and the very heart of Spain. It is difficult to estimate the beneficial results of the completion of such a line. An immense district of the most fertile country in Europe will be brought into immediate continuity with the sea-coast, and thence, by consequence, with England and all the maritime nations of the world.

The provisional committee avail themselves of the earliest possible opportunity to apprise the public, that such legal measures will be adopted as must afford the subscribers to this company ample protection.

In consequence of the negotiation now pending, the prospectuses are unavoidably delayed a few days. In the mean time, forms of application for shares may be had at the offices of the company, 95, Gracechurch-st.; at the solicitors, Messrs. Mayhew and Sons, 26, Carey-street, Lincoln's Inn; and of the following agents:—Messrs. Beaumont and Langworthy, Exeter; Luke Arnold, Esq., Bristol; Thomas Cuttle, Esq., Wakefield; S. H. Armistage, Esq., Wakefield; W. H. Collis, Esq., Birmingham; Thomas Boardman, Esq., Blackburn; William Fordyce, Esq., Newcastle-upon-Tyne; Messrs. Tate and Nash, Bristol; John Thomas Holland, Esq., Coventry; and Henry Bellingham, Esq., Wakefield; John Wade, Esq., Birmingham; J. Rannell, Esq., Exeter; James Stokes, Esq., Cheltenham; Messrs. R. B. Watson and Co., Leeds; Messrs. Duncan and Hutchinson, Glasgow; James Pringle, Esq., Edinburgh; R. T. Head, Esq., Exeter; Messrs. Collinson and Flint, Hull; William Mason, Esq., Bradford, Yorkshire; Messrs. J. R. Mann and Son, Norwich; Messrs. Foulkes and Cockburn, Glasgow; Messrs. Hugh Munro and Co., Edinburgh; Thomas Miller, Esq., Edinburgh; Thomas Cresswell, Esq., Liverpool; James Doyle, Esq., Liverpool; John Ellis, Esq., Falmouth; James Jamieson, Esq., Leeds; Thomas Corfield, Esq., Penryn; Messrs. T. Cardwell and Sons, Manchester; C. F. Gower, Esq., Ipswich; A. Laurie, Esq., Liverpool; Joseph Clarke, Esq., Southampton; Messrs. Boyle, Low, Pym, and Co., Dublin; J. F. Beilshausen, Esq., Truro; George Miller, Esq., Liverpool; S. Gindrod, Esq., Manchester; William Cronheim, Esq., Halifax; Wm. Gordon, Esq., Aberdeen; Messrs. Herring and Andrews, Weymouth; J. Stone, Esq., Dorchester.

By order, T. M. RUSSELL, Sec.

## PATENT IMPROVEMENTS IN CHRONOMETERS.

WATCHES, AND CLOCKS.—E. J. DENT, 22, Strand, and 33, Cockspur-street watch and clock maker, BY APPOINTMENT, to the Queen and his Royal Highness Prince Albert, begs to acquaint the public, that the manufacture of his chronometers, watches, and clocks, is secured by three separate patents, respectively granted in 1836, 1840, 1842. Silver lever watches, jewelled in four holes, 6s. each; in gold cases, from £5 to £10 extra. Gold horizontal watches, with gold dials, from 8s. to 12s. each.

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## THE PATENT SAFETY FUSE.

FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the SAFEST, CHEAPEST, and MOST EXPEDITIOUS MODE of effecting this very hazardous operation. From many testimonials to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c.:—"I am very glad to hear that your recommendations have been of any service to them; they have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentes, BICKFORD, SMITH, and DAVEY, Cornborne, Cornwall.

## SIR W. BURNETT'S PATENT—THE CHEAPEST AND

BEST PROCESS FOR THE PRESERVATION OF TIMBER, CANVAS, CORDAGE, COTTON, WOOLLEN, &c.—LICENSES GRANTED TO SOBERMEN AND GENTLEMEN to use the preparation; and to others, for the purposes of trade, on advantageous terms.

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## PROVINCIAL BANK OF IRELAND.

The annual general meeting of the proprietors of the above bank was held yesterday, at the office, 42, Old Broad-street. Mr. J. Petty Maspratt was in the chair.

The secretary, Mr. Marshall, having read the advertisement by which the meeting had been convened, the following directors, who retired by rotation, were re-elected, viz., Mr. Henry Alexander, Mr. Matthias Attwood, M.P., Sir Moses Montefiore, and Mr. James Helme.

Mr. Marshall then read the report, which was as follows:—

## REPORT.

In submitting to the proprietors the result of the business of the past year, the directors have to state that, as compared with the year which preceded it, there had been a slight improvement in the value of money in the general market, whilst in Ireland the rate of interest and discount had been lower than at any former period in that country. But, if owing to this circumstance the rate of profit on banking in Ireland was diminished, this has, in some degree, been compensated by the greater amount of business transacted during the year, in consequence of the abundant harvest of last season. The crops were early and cheaply secured, enabling the farmer to bring to market a larger quantity of produce of excellent quality, which besides supplying the demands of an increasing home consumption, afforded the means of simple means of shipment to foreign markets in England and Scotland at fairly remunerating prices—thus giving rise to an increased amount of legitimate banking business, unalloyed by the disastrous failures which too often are the consequences of great fluctuations of price. The beneficial effects of the last harvest are accordingly generally apparent in Ireland, in the growing comforts of the people, and in the impulse which it has given to the progress of agricultural improvement. In the north, the linen trade has also during the year exhibited great activity in all its branches, from the growing and spinning of flax to the export of the finished cloth. But gratifying as this statement of the improving condition of Ireland must be to the proprietors, it is not the only subject of congratulation on the present occasion. It will be in the recollection of the proprietors that in some of the previous reports, the directors had occasion to advert to the defects in the existing law of banking in Ireland—defects operating injuriously on the agriculture, trade, and commerce of that part of the United Kingdom; as also upon the interests of the joint-stock banks of these islands established. The directors have now the pleasure to state that this important subject having engaged the attention of Government, Her Majesty's Ministers have introduced into Parliament a measure for remedying the defects referred to, whereby many restrictions will be removed, and greater facilities to banking will be afforded. The resolutions for this purpose laid before the House of Commons, and agreed to, appear to the directors to be satisfactory, and promise to be of advantage to Ireland. A bill founded upon these resolutions has been read a first time, and has been ordered to be printed, and read a second time on Monday, the 19th inst. So soon as the bill shall become law, the directors will avail themselves of such advantages as it shall be found to confer. Before calling the attention of the meeting to the statement of account which is about to be presented, the directors have to mention, that in consequence of representations from a number of merchants, millers, and others, in and about the town of Fermoy, in the county of Cork, confirmed by many respectable landed proprietors of the district, a branch of this bank was opened in that town in December last, and that its progress hitherto has been satisfactory. The statement of accounts which the directors now submit to the meeting is as follows: By the account submitted to the last year's general meeting, the amount of the rest or undivided profits, at the 30th March, 1844, was.....£99,422 14 9 From which there has been deducted the amount of two half-yearly dividends paid to the proprietors—viz.: At Midsummer, 1844, 4 per cent.....£21,600 0 0 At Christmas, 1844, 4 per cent.....21,600 0 0 Together.....43,200 0 0 Leaving a balance of.....£56,222 14 8 To which there has since been added the amount of net profits for the year ending the 29th, being the last Saturday of March, 1845, after deducting all expenses, and providing for all bad and doubtful debts.....£49,720 14 5 Less the amount of property tax for the year ending the 30th April, 1845.....1,809 0 8 Leaving sum to be added to the foregoing balance.....47,911 13 9 Showing the rest or amount of undivided profits at 29th March, 1845.....£104,134 8 5 Out of which it is the intention of the directors to pay as usual, at the 15th July next, a dividend of 4 per cent. for the half-year ending Midsummer, being at the rate of 8 per cent. per annum, or 16s. on each share of 100l., and 8s. on each share of 50l., and further, to pay the property tax for the proprietors as they have hitherto done.

The Rev. F. Hewson said,—"I beg leave, with your permission, to move that the report be adopted, printed, and circulated among the proprietors. It is a matter of high gratification to me, and I think it must be to every hon. proprietor present, to know that the management of the Provincial Bank of Ireland is in such efficient hands, and that, notwithstanding the low rate of interest which has, I know, prevailed in Ireland lately, the bank has been enabled to increase its profits upwards of 2,500l. during the last year. (Hear, hear.) After the high compliment Sir Robert Peel has paid to the management of this bank, it is quite unnecessary for me, or any other gentleman, to say anything respecting it. The right hon. baronet is so complete a master of finance, and so thoroughly understands how banks ought to be conducted, that no one, I am sure, can doubt, after the testimony he has borne, that our directors and managers are fully entitled to the gratitude and heartfelt thanks of the general body of proprietors. (Cheers.) Some gentlemen may have expected a bonus this year, but, taking into consideration the difficulties of banking under present circumstances, and the prospects that are opening before us, I cannot help thinking that the directors have acted with sound judgment and right discretion in not giving us a bonus this year. Next year, under our enlarged capacities for carrying on the business of the bank, I trust they will be in a condition to do so. I, therefore, without further preface, beg to propose "That the report be adopted, printed, and circulated among the proprietors."

Mr. Bonamy Dobree, jun., said, I have great pleasure in seconding the resolution just proposed. I have heard the report read with the greatest satisfaction, and quite concur in everything the rev. and hon. proprietor has so well expressed in introducing his motion to your notice.

The motion was put, and carried unanimously. The Rev. F. Hewson.—Have the directors come to any resolution with respect to what their future banking operations in Ireland will be? I think it would be desirable to know what may be done if the directors see no objection to the communication of the information required. The Chairman.—The directors cannot possibly be inattentive to a subject of so much importance. The rev. and hon. proprietor will be aware the directors have said in their report all that they can well be expected (if I may be permitted to use the term) to say at this moment. The directors in their report say "A bill founded upon these resolutions has been read a first time, and has been ordered to be printed and read a second time on Monday, the 19th inst. So soon as that measure shall become law, the directors will avail themselves of such advantages as it shall be found to confer." (Hear, hear.) Without any details of those advantages, I can only assure every proprietor present that the court are anxiously alive and sedulously attentive to every measure and step that can be taken on the subject, and they will be quite ready when they shall find it necessary to act. I assure you they will not lose a moment when they find they have the power of taking advantage of the benefits which they trust the measure will confer. The rev. and hon. proprietor has been pleased to pay a very high compliment to my honourable colleagues round the table. I am quite sure I speak their sentiments when I say we should ill discharge our duties if we were not to take this opportunity of stating to the proprietors that we are all deeply indebted, at all times, to a body of gentlemen who render to us very great and important services in Ireland. I mean the gentlemen who compose the local directors there. (Cheers.) It is a matter of no small gratification that we now see two of the gentlemen in the room—Mr. Haslett, the Mayor of Londonderry, and Mr. Paton, of Armagh, who holds the important situation of agent to his Grace the Primate of Ireland. (Cheer.) I am sure you must all feel deeply indebted to the two honourable gentlemen present as well as to the other local directors, who give us their undivided attention and exertions. I will therefore move that the best thanks of the meeting be given to the gentlemen composing the local directors in Ireland.

Sir Moses Montefiore seconded the resolution, which was put and carried unanimously.

Mr. Haslett.—On behalf of the local directors, and of Mr. Paton and myself, I beg to offer you my sincere thanks for the honour you have conferred upon us on this occasion. Any assistance that the local directors in Ireland can afford to the directors here they are bound in duty, and I know them to be most anxious by inclination, to render to them. (Cheers.) For myself, I must say it was the highest possible gratification to me to be present, as I was, and hear the announcement made in the House of Commons respecting the new banking laws, and to hear such honourable mention made of the bank with which I have the honour of being connected, by one possessing so sound a judgment on the subject as Sir Robert Peel. I do think we have matter of congratulation as well in the rising prosperity of the country from which we come, as in the announcement of that proposition which I hope will soon become the law of the land; and I do think it is one which the gentlemen round this table would, if they had been framing a law for Ireland, themselves have offered for the acceptance of the country. I think it is one from which the Provincial Bank of Ireland is likely to derive peculiar advantages, and for which they have reason to be grateful. I may here be permitted to state that I consider the agricultural condition of Ireland a subject of much congratulation (hear); and I may, before I sit down, refer, in a few words, to another matter of the greatest interest to that country. I allude to the important advantages which are likely to arise from the extensive system of railway proposed to be established there. (Hear.) I trust that these

projects will not only develop the resources of Ireland, but aid in bringing the two countries more closely in alliance than they have hitherto been, and thereby lay the foundation of the lasting prosperity of our native country. (Cheers.) I again beg to return you my sincere thanks.

Mr. Paton.—I beg to say I concur in the sentiments so well expressed by Mr. Haslett, and I cannot avoid saying that I am most gratified at the very favourable report presented to the meeting. Allow me to thank you for the compliment you have paid to the local directors in Ireland.

The Chairman.—My hon. colleagues and myself will now have great pleasure in affording any information that may be required, and in answering any questions hon. proprietors may think proper to put to us.

Mr. R. Helme proposed the thanks of the meeting to the chairman and directors.

Mr. William Plomer seconded the motion, which was carried by acclamation.

The Chairman.—The gratitude of myself and honourable colleagues can only be increased by this renewed mark of your confidence. I am sure I may say for them, as I am bold enough to say for myself, that our best endeavours shall never be wanting to show that we estimate deeply the confidence reposed in us. (Cheers.)

Mr. Hammond, in a complimentary speech, proposed a vote of thanks to the secretary (Mr. Marshall), Mr. Rawlins, and the other principal officers of the establishment, for the zeal and ability with which they had discharged their duties.

The motion was carried unanimously. The Chairman.—It is most satisfactory to the directors to have such a motion carried so unanimously. It is due to Mr. Marshall, our secretary; Mr. Murray, our agent in Dublin; Mr. Rawlins, the accountant; and the other principal officers of the establishment. Their undoubted attention and zeal in behalf of the welfare of the bank, if equalled, can never be surpassed. (Cheers.)

Mr. Marshall.—I beg to return you my thanks for the opinion you have been pleased to express of the manner in which we have discharged our duties. It would be improper if I did not mention to the meeting that Mr. Murray, our agent in Dublin, is now present. (Cheers.) He has seldom had occasion to be present at our annual meetings. I can bear testimony to the most indefatigable exertions which he is daily, and indeed rather hourly, making for the welfare of the banks, and of the great success with which those exertions have been attended. (Cheers.)

Mr. Hammond.—I was not aware Mr. Murray was present; if I had known it I should have had much pleasure in including, as I now beg to be permitted to do, his name in the motion.

Mr. Murray's name was then unanimously inserted in the resolution, and a vote of thanks having been given to the chairman, the meeting broke up. The proceedings did not last more than twenty minutes.

## REVERSIONARY INTEREST SOCIETY.

Agreeably to our announcement in last week's Journal, a meeting of the shareholders in this company was held on Wednesday last, at the Guildhall Coffee-house, to institute an inquiry into the subject of Sir George Stephen's dismissal; a large number of the most influential proprietors were present, and the result was in perfect accordance with our anticipations, and, indeed, with the manifest justice of the case; but one feeling appeared to pervade the entire meeting, though composed of unprejudiced parties, and the consequence was a unanimous vote on the question.

Sir GEORGE STEPHEN having been called upon by the CHAIRMAN (Mr. Ald. Wilson) to inform the meeting of the fair merits of the case, that gentleman proceeded to remark, that at the end of the year 1843, he was instructed to prepare a bill in Parliament, empowering the society to extend their capital, and effect other important alterations. In compliance with these directions of the board, he prepared the draft of a bill to lay before counsel. That bill was immediately taken to the directors, and they returned it with some alterations, by way, as they termed it, of "suggestions." In this corrected state it was presented to counsel, and, for fear of any subsequent misapprehension, he did not even take a copy, but laid the original instrument, as it came from the hands of the directors, before counsel. Simultaneously with drawing the bill, it occurred to him, that it was scarcely fair to trust to the accident of the numerous shareholders in the country seeing it for the first time, in the *Gazette*, or public papers, so he furnished each with a specific notice, and thus enabled them to judge of its expediency. In the consideration of the matter of this bill, it was suggested by the eminent counsel, Mr. Sidebottom, that a definite principle should be laid down in it, for the appropriation of profits and in this he fully concurred, knowing too well the evils consequent on leaving the adjustment of profits to subsequent and fortuitous arrangement. With a view to meet this question, therefore, he prepared three different schemes of appropriating profits; and three copies were furnished to each director, with a request to make any suggestion he might think fit. What was the result? A determination on the part of these directors to dispense with the clause altogether; he tried energetically to obtain his instructions—he was disappointed, and when he took back the bill to chambers his counsel naturally asked, "Where is the clause for appropriation?" The reply was simple; but, on being shown those originally proposed, the counsel selected one, observing, "This plan is simple, just, and equitable—I shall append it." This occurred on a Thursday evening; he summoned a meeting for the ensuing morning, but it was not till the Wednesday following that the directors met, and, after two hours' discussion, they came to the determination of suspending all provisions on the subject of the clauses! and that, because one of the board, Mr. Whitmore, had himself suggested a clause, and was not yet prepared. Thus driven to within a few hours, either to the adoption of none or all of Mr. Whitmore's scheme, he had some considerable discussion with that gentleman, who avowed that, if any clauses but his own were adopted, he should resign. Temper, of necessity, must be consulted—all the schemes were abandoned, the bill was sent in, without anything whatever to protect the old shareholders, except an indefinite clause, recommending the adoption of "an equitable principle," wisely described by counsel as the very nucleus of future litigation. In these arrangements it had been whispered, muttered, though no one dared openly to assert it, that he (Sir George Stephen) had rebelled against the directors. Never, in any one instance, had he disobeyed, or run counter to, the injunctions of the board; but, while he owed a duty to them, he owed a solemn duty also to the shareholders, and when the former were destroying the interests of the latter, and the latter came to him for information and advice, of course he followed that course which alone an honourable and independent man, or a faithful officer, could conscientiously adopt. In this state of things, he consulted Dr. Lushington and Mr. Sidebottom; both were opposed to going to Parliament at all; a consultation was agreed on—he was present, and it was finally agreed that no opposition should be offered to the bill, but that their most strenuous endeavours should be used for introducing the appropriation clauses. The memorandum to that effect, came into the possession of the directors, in what manner it was not for him to describe. However, shortly after, Mr. Cator, as well as Dr. Lushington and Mr. Sidebottom, came to him, putting the same question about the framing of the bill; he wrote to Mr. Cator, stating the views they had taken of it, and these private letters, repeated even to a third time, not only remained unanswered, but were secretly handed over to the directors; he did not fear publicity—he invited it; but he did, as a shareholder, complain of dealings, underhand and reprehensible. Well; he was summoned some short time after before the board, and asked—"Do you know of any opposition against the bill?" "If you mean as regards a petition, no; but certain shareholders do object to the omission of the appropriation clauses." On being asked to divulge the names, he declined. He was then asked to procure a conference on the subject?—to this he conceded, and on that conference, consisting of Dr. Lushington, Mr. Sidebottom, and others, assembling, those gentlemen were addressed in terms conveying a personal insult to him (Sir G. Stephen).—"Since we invited you to this conference, we find our solicitor has thrown off the mask, and having no confidence in such professional advice, we intend to abandon the bill." An intimation to that effect was then forwarded to him, but there being only three intervening days in which to give proof of compliance with Standing Orders, and anticipating that a resolution so hastily adopted would be as suddenly changed, he proved compliance, and thus put the company in a position to proceed with the bill should they afterwards determine on that course; his anticipations were confirmed—they did change their resolution, and agreed to prosecute. A committee was then appointed to discuss and finally arrange the matter. Dr. Lushington was appointed chairman, and no one was more ready to bear testimony to the honour and ability of that gentleman than himself; but still, in the report of that committee it was stated that they had been attended twice by him, while, in reality, he never once had attended upon them. At the commencement of the proceedings, he thought it his duty to go and lay the necessary papers before

them, but was immediately told his assistance would be dispensed with; with the exception of that single occasion, he never, during the whole seven months of their sitting, waited once on the committee. Of the conduct of that committee he did not complain; true it was, he had heard he had been impugned before them, and when he offered to be heard in person, or by counsel, was refused; true, in one part of the report he was unfairly dealt with, but that one portion was so opposed to the tenor of the entire report—which bore testimony to his services—that he had not thought it necessary to complain. In 1838 he could not but see that things were going wrong—but did he publicly expose them?—did he call a meeting of shareholders?—no; he told all his fears and objections to a director in private, and that director advised him to communicate with the entire board, as his suggestions, being valuable, would, doubtless, be acted upon. Yet, from that time not a single step had been taken to remedy the evils threatening to crush the society; they had invested more money in the purchase of policies than in the purchase of reversions—by this course any one who had the least knowledge of such business would perceive that they put select and picked lives on the books instead of the average ratio of mortality; such an absurd blunder he never knew, yet, when exposed, it was continued. Well, seven days before he was defrauded of his office—he might almost say, defrauded of his character—it was proposed that he should resign the retainer of the shareholders, cast off those who had engaged him under their seal—abjure their engagement—violate their trust—and then, forsooth, be reconciled to the board! He was to give up those who had paid him, and betray those to whom he was bound—for to whom was he bound, if not to those who had confided in, and paid, him?—and consent to become the instrument of the directors! Was ever such an offer made to insult one man, and injure others? They had tried to trample him in the dust, to ride rough-shod over him—aye, and to ride rough-shod over the entire body of shareholders. Such had been their conduct towards him and the proprietors, and what had been their management of the affairs of the company? He declared fearlessly that, in reference to such transactions, they had not evinced even common tact, much less necessary competency—they had shown themselves as negligent, as they were ignorant, of the principles of the society. By the deed of settlement, it was incumbent on the directors to lay before the shareholders a statement, as explicit and candid as possible, of the position and prospects of the company—an annual report, containing every information, and revealing every transaction, likely to instruct or benefit the proprietary, it was imperative on them to present; and yet, for the two-and-twenty years of the existence of the company, had they ever presented such a report? Had they ever presented any report, from which one word of information, either as respected the affairs or investment of the company, could be elicited? No. Vague generalities, and unmeaning congratulations at affected prosperity, were all they ever condescended to bestow, in substitution for what the requirements of the deed and their duty as directors imperatively demanded of them. When he said "affected prosperity," he did not mean to say that their society did not possess the elements of prosperity even now, in its present unhappy, indeed he might almost say hopeless, condition; far from it, he was happy at having that opportunity of stating his belief, that their position, so far as regarded sufficiency of property, was perfectly satisfactory; he had not a shadow of doubt as to the value of their property; it was good, substantial—they had means at hand to make it one of the most remunerative and sterling societies of the kind; yet, with all these appliances, what was their actual position? a state bordering on insolvency, with nearly a million of money locked up, and not attainable! While other similar societies, of later birth, with far less intrinsic resources, but with a more competent and trustworthy direction, had prospered and flourished around them; while these were thriving, they were narrowed to 44 per cent., and such had been the awkwardness with which their affairs had been conducted, that, last summer, they had no more than 3,300l. in hand, while a dividend of 12,000l. would be shortly payable, besides 13,000l. for their annual premiums. The fact was, their money was locked up in large policies—these the company had been buying up, and in opposition to all experience, had been purchasing large individual reversions, instead of distributing their investments in various smaller and more remunerative speculations. Why, it was only a short time since, the late chairman wished to sell to the society a policy for 10,000l.—that purchase would have been effected, had not he (Sir George Stephen) taken a fatal objection to the title, and protected, by that means, the interests of the shareholders. And for that protection he had been visited with the hatred of the board, and that ex-chairman, in whose title-deed he discovered the fatal defect, had declared he would never sit at the same table with him. Such were the practices of this directorial board—such their competence, and such their protection of the money of the shareholders; and what had been the conduct of their late deputy-chairman? had he evinced more regard for the trust reposed, or even preserved that semblance of unequivocal respectability which should have characterised, above all others, a society of this nature? At the time when their affairs required the utmost delicacy on the part of every one connected with the establishment, he had asked of the secretary a loan of 1500l., and that, too, when that officer was soliciting an increase of his salary from 600l. to 1000l. a year. Upon this he would make no comment, but merely ask, was such a proceeding worthy of the position of a chairman of their society, or that most likely to ensure it either respectability or success? In making the present undisguised revelation of every thing connected with the company, whether affecting his own or the directors' conduct, his object had been twofold—first, to explain the reasons for which he had been discharged without a hearing; and secondly, to expose the conduct of the directors throughout. He was grateful for the attention with which his statement had been heard, and felt assured, if acted upon, it would conduce eventually to the advantage of the company. As for himself personally, held up as he had been to public suspicion—degraded, disgraced, because dismissed from a company after twenty-two years' service—this, the only opportunity during the entire period, of opening his lips, was doubly gratifying. His whole course, he could conscientiously declare, had been based on two considerations—first, on principle, as a man of honour; secondly, on duty, as a faithful servant of the company. Such had been, unexceptionably, his course, uninfluenced by example, unallured by bribes, undeterred by threats; and, with such a solemn assurance, he would leave the subject in the hands of the shareholders, grateful, at least, for their confidence and support.

Such was the uncontradicted statement of Sir George Stephen; his tale was plain, simple in all its details, whether criminatory or defensive; it opened the eyes of the shareholders to the injustice practised upon themselves and their own solicitor, and they unanimously recorded their sentiments in the following emphatic resolutions:—"That this meeting, after having heard the explanation of Sir George Stephen, is of opinion that the present position of the society is not attributable to him; and that he has been treated with harshness and injustice; and that the resolution of the directors of the 17th April, purporting to remove Sir George Stephen from the office of the solicitor to the society, is unjustifiable."—"That the conduct of the law business of the society, and particularly of the bill now in progress through Parliament, should be intrusted to Sir George Stephen, who was the solicitor appointed by the Deed of Settlement, and who has discharged that office for twenty-two years with honour to himself and advantage to the shareholders."—"That a requisition be now signed for an extraordinary court, in order to consider the steps it may be proper to take, in reference to the resolution of the 17th of April."

A general court of the shareholders was held on Friday, when Sir George Stephen, avowing that he reserved himself for the full discussion of his case, which must now come on upon the 24th of June, the day for which the meeting had been specially convened, addressed the shareholders at some length, upon the harshness of the proceedings of the board, and challenged the chairman or any of the directors to assign the grounds of his removal; they maintained a sullen silence on this point, nor could any of the numerous parties who spoke induce them to give the least explanation; it was at last mysteriously announced by Mr. Cator, that they vindicated the measure on Sir George's letters (which, he believes, have been circulated among the proprietary), refusing to resign his retainer from the shareholders. Sir George fully exposed the futility of this pretext, and it was apparent that the all but universal feeling of the meeting was with him, and if the propriety of the removal could then have been submitted to a vote, even the personal friends of the directors would have voted against them. Sir George was loudly and generally applauded during the entire of his speech, as well as at its conclusion, but the business of the day being confined to the Act of Parliament now in progress, there was no opportunity of testing the disposition of the shareholders on the question personally affecting him.







## MEETINGS OF SCIENTIFIC BODIES DURING THE WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUE.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.
Statistical	11, Regent-street	Monday	8 P.M.
Chemical	Society of Arts, Adelphi	Tuesday	8 P.M.
Civil Engineers	25, Great George-street	Tuesday	8 P.M.
Society of Arts	Adelphi	Wednesday	8 P.M.
Microscopical	21, Regent-street	Wednesday	8 P.M.
Royal	Somerset House	Thursday	8 P.M.
Antiquaries	Somerset House	Thursday	3 P.M.
R.I. Society of Literature	4, St. Martin's-place	Thursday	3 P.M.
Royal Institution	Albemarle-street	Friday	8 P.M.
Royal Botanic	Regent's-park	Saturday	4 P.M.
Mathematical	Crispin-street, Spitalfields	Saturday	8 P.M.

## MEETINGS OF PUBLIC COMPANIES DURING THE WEEK.

MONDAY.—Leeds and Bradford Railway, at Twelve.
TUESDAY.—London and Blackwall Railway, at Twelve—Norwich and Brandon Railway, at Twelve—Liverpool and Manchester Railway, at Twelve—Bolton and Leigh Junction Railway, at One—Kenyon and Leigh Railway, at Two—St. Helen's and Runcorn Gap Railway, at One—Sankey Brook Navigation Company, at One.
WEDNESDAY.—Manchester and Leeds Railway, at Twelve.
THURSDAY.—Hayle Railway Company, at Two—Deal Pier Company, at Eleven.

## NOTICES TO CORRESPONDENTS.

An unusual pressure of advertisements at late hour, compels us to postpone articles on the Indian Railways—On the Ventilation of Collieries—On the Safety of Suspension Bridges, with a drawing of Mr. Andrew Smith's Improved Bridge, without oscillation or vibration—besides many other papers of considerable importance.

Our Leeds report has not reached us this week.

Received—"I. T." (Lislead), and shall have attention—"W. H. P."—"R. M." (Capel)—"C. E. B." (Dublin)—"W. R." (St. Cleer)—"J. F." (Dublin).

## THE MINING JOURNAL

Railway and Commercial Gazette.

LONDON, MAY 17, 1845.

A meeting of the adventurers in West Wheal Jewel took place on the 12th instant, on which we think it meet to make some few passing observations—the more necessary at the present moment when want of confidence may be said to exist as regards the mining enterprise of this country, as compared with railway undertakings, except in cases where extraordinary success is attendant on the operations—or that the mines are under the surveillance and management of parties on the spot, who are *sans peur et sans reproche*. We have, for the past three weeks, had occasion to advert to the Stray Park and Camborne Vean Mines, and the conduct of Mr. HUMPHRY WILLIAMS, as connected therewith; the shares in these mines have been tossed backwards and forwards, influenced, in a great measure, by jobbers in the county, and although we cannot for a moment imagine the gentleman to whom we have made reference, to be a party, yet the fact is notorious, while a reference to our share list (albeit, not at all times to be relied upon), and the ticketing paper, will show. Games have been played—and successfully, we have no doubt—but we have now arrived at something like a position, when the attention of the adventurers is directed in this, as in other cases, rather to the state of the mine than that of the market. However, this is not the point, and, therefore, proceed we to the particular mine which claims our especial attention.

The West Wheal Jewel Company is composed of 3800 shares, which some two or three years since, as we were informed by the chairman at the meeting, were only worth 2*l.* or 3*l.* per share—or say 10,000*l.*; they mounted within eleven months to 22*l.* per share, or upwards of 80,000*l.* This is by no means extraordinary; for it is consequent on mining that the value of the mine, and the shares in which it is divided, will alternate with the prospects which it presents; otherwise, how could we account for Wheal Maria, the shares of which mine have been quoted at 600*l.* each, or upwards of 600,000*l.* for the mine—when perhaps 600*l.*, or one-thousandth part, is as much as ever was expended upon it. Let it not, then, be thought for a moment that we would argue on such false premises; for, as well might we refer to Tresavean, the shares of which were sold at 2200*l.*, now worth 280*l.*; or the Consolidated Mines, which at one time were quoted at 1600*l.*, and now 600*l.* This is the natural consequence attendant on mining—the mine will improve in its prospects and value, and in like manner will it deteriorate; but we are again travelling from the subject matter before us. The shares of this company commanded some few months since a nominal, if not a *virtual*, price of 17*l.*; they are now at about one-fourth, or 75 per cent. decline. How, it may be asked, is this to be accounted for, and what warrants even the present price? We are well aware that in taking up the present adventure, it may be said, does not the remark equally apply to others? We admit such to be the case; but one instance is sufficient for illustration, and we are disposed to take the present, for we have the accounts before us on which to ground our conclusions. Those who are most conversant with mining, as regards the "ins and outs," the moves in "the county and in town," will best understand us, when we say that the system pursued with reference to this mine is one which reflects discredit on all concerned, if we may except the agents, which we do most distinctly, for they have only their duty to perform—we believe them to be equal to it, and who are not to be blamed, if works be not prosecuted, which appearances warrant, when the means are withheld, as is the case in this instance. What was the remark of Captain WILLIAM RICHARDS, who, we believe, is one of the *unpaid* acting Cornish committee? "Give me (says he) 100*l.* a month to open on ground, and I think I am well warranted in saying you will have profitable returns," this, we regret to say, had not the slightest effect on the meeting: what, then, is the inference to be drawn?—if this be not done, the mine we can well understand is being worked out, and unfairly—and why? This may be determined by a reference to the accounts.

We find the balance against the mine, according to the account, to be 1311*l.* 3*s.* 0*d.*; but the several items of 648*l.* 19*s.* 5*d.* due to merchants, and 100*l.* 16*s.* 9*d.* due to the lords, are not adverted to, while 215*l.* 8*s.* 2*d.* is placed as assets, being in the purser's hands, whereas it appeared from a letter addressed to Mr. HARVEY, who was present, that Mr. CARDOZ had claims on the company—thus the present default is something like 2000*l.* With this "debt upon the books," the adventurers still determine to "work out" the mine, not to allow a shilling for discoveries, but to "take away the backs." Pretty gentlemen ye are for working a mine, we say, and the sooner that the Cornish miners get rid of such directors and adventurers the more likely are the mines to prosper. One more word. Mr. HERROX, the chairman, who vacated office in order of succession, was re-elected, with a salary—for these gentlemen will not work for nothing; were the shareholders aware that such gentleman has very materially diminished his interest in the concern? and that—but we will say no more. We recommend the shareholders to call a meeting for themselves, make a call, have an active direction on the spot, and determine, as was suggested at the meeting, that periodical (two-monthly) meetings, should be held, the accounts audited, and the call (when necessary) be paid. If not, we say that Mr. ROGERS has a right to pounce upon these gentlemen, and we will give him a helping hand. They are now 2000*l.* in debt, and yet going on the "cost-book" principle.

In thus directing attention to this particular instance, let it be understood that we select it, because it is one of the passing events of the week; we believe all are honourable men, for even MARC ANTONY said "Brutus was an honourable man," and so do we believe them all to be—at least we have no right to say otherwise. We trust, however, the lesson will not be lost on others, and that when railroads are not in the ascendant, we shall be able to say that, despite the influx of foreign ores and decrease in the standard, we may yet do well—if "honesty" only be our motto.

On referring to the accounts submitted at the meeting, the following will be found to be a correct summary, and which will better enable the shareholders to understand their position. The accounts commence with a balance in hand twelve months since of 939*l.* 16*s.* 9*d.*; the ores, &c. sold, 9387*l.* 11*s.* 2*d.*—total receipts, 10,327*l.* 7*s.* 11*d.*; the expenditure, 11,308*l.* 2*s.*, from which, however, should be deducted 340*l.* for purchase of shares—making the actual charges, as appear by the account, 10,968*l.* 2*s.*; now, to this must be added merchants bills unpaid, 648*l.* 19*s.* 5*d.*; lord's dues, 100*l.* 16*s.* 9*d.*—or in all, 11,717*l.* 18*s.* 2*d.*, against which the produce of ores, &c., as before-mentioned, 9387*l.* 11*s.* 2*d.*, is to be set, thus making, if we mistake not, an absolute loss in the past twelve months of 2330*l.* 7*s.* Such is the actual state of the company with reference to its operations of the past year, and its present position. We ought, however, in fairness to mention, that there is said to be a balance in hand of 330*l.* 8*s.* 11*d.*, but inasmuch that this comprehends a sum of 215*l.* 8*s.* 2*d.* claimed of the late purser, who, on his side claims a balance from the company, it will be seen that the real cash assets are 115*l.* 0*s.* 9*d.*, with a balance against the mine, as shown by the account, of 1311*l.* 3*s.*, to which is to be added the liabilities of 749*l.* 16*s.* 2*d.*, or an entire deficit of 2060*l.* 19*s.* 2*d.*; and yet the shareholders say—"No call is necessary; let us confine ourselves to working away the 'backs,' and not one shilling spent with the view to discoveries," although recommended by Captain WILLIAM RICHARDS; it remains, however, to be seen how wise was the decision of the shareholders.

On referring to the accounts which appear in our report, and which have been furnished by the company, we observe that the directors take credit for the sale of ores on the 8th inst., amounting to 569*l.* 17*s.* 6*d.*, which would, of course, reduce the balance, at the same time that we presume the current monthly expenses, showing a loss beyond the returns, are to be added, so that matters would thus remain much as they were.

Having made some observations on the West Wheal Jewel Mining Company, it would not be right that the "Cornubian" should pass unnoticed—the report of the proceedings, at a meeting of the adventurers, in which will be found in another column. We will first take the accounts, which require but little space for remark; the expenditure has been, during the past twelve months, 8400*l.* 16*s.* 8*d.*; the produce of the mine, 5104*l.* 16*s.* 5*d.*—thus showing a loss of 3296*l.* 0*s.* 3*d.* Let us next see what are the prospects of the mine, and the further sum required for carrying out the projected measures of the directors. As regards the latter, Capt. ROWE tells us that about 6080*l.*, after making allowances for ores to be raised, will be required for proving the "Ventongimps" Mine to a fifty fathom level. As we cannot afford much space on the present occasion, we will at once briefly advert to the report, presented at the last annual general meeting, from which we find that the expenditure on the mine, for the twelve months preceding, was 8876*l.* 1*s.* 4*d.*; and the produce of the ore sold, 8602*l.* 4*s.* 9*d.*; or a loss of 273*l.* 16*s.* 7*d.*, while that for the past year is 3296*l.* 0*s.* 3*d.* Returning to the report of the meeting in 1844, it will be found that an additional issue of 1200 shares was determined upon, on which 3319*l.* has been paid, and applied to the objects of the company, which, with the amount produced from the sale of ores, leaves a balance, against the mine, of 444*l.* 15*s.* 1*d.* It would thus appear, that a call to some extent is indispensably necessary, and we regret to find the expectations entertained some twelve months back, when adding to the "sett," have not been realised; while the language adopted in the report, is such as, we feel assured, even the honourable and gallant chairman will admit, cannot pass "muster." We append an extract—

"You are aware that your directors have at all times expressed themselves (1) favourably inclined to view the ground, called Ventongimps (the last acquisition they (!!) made to the property of this company) as a property of considerable importance; there has nothing occurred during the past year to change their (!!) views; to the extent of the funds at their disposal (!!!) they have done all the work necessary to satisfy themselves (!!!!) that valuable deposits of lead ore will be found within its limits. Further than this, your directors had not the means of going, as you will have observed, they have incurred a liability, as shown by the accounts, of 444*l.* 15*s.* 1*d.*"

The report then proceeds to express the regret of the directors, that the adventurers did not invest them with power to spend a larger sum, although a reference to the report of the preceding year shows that the amount raised was, according to their own estimate, sufficient. As the meeting stands adjourned for a fortnight, to receive the reports of "two eminent agents," which, we submit, ought to have been obtained at an earlier period—the directors having had twelve months to think over matters, since the last meeting, with a continued increasing excess of expenditure over income, until it amounted to 3296*l.* However, we suppose, they consider themselves now in a sort of "fix," and the present may be considered merely as the preface, or introduction, to the important matter, which will be presented at the next meeting. Evident it is, that money must be had, and the more delicate the matter resorted to for conveying such information, undoubtedly, the better.

There is one other point to which we would direct attention, and we feel assured, that it will attract the notice of adventurers in all other mine companies.—On the former occasion the accounts were audited by Mr. R. THOMAS and Mr. CORNELIUS LEARY, two of the shareholders, who were supposed to know something of the concern, and, we presume, competent to audit accounts, more especially, those in which they were interested, being naturally jealous and cautious not to allow an error to escape their notice. In the present instance, it would appear, that a professional accountant has been employed, to see that two and two make four, while after deducting 8400*l.* 16*s.* 8*d.* from 5104*l.* 16*s.* 5*d.* the right balance is found to be "over the left." This is so absolute a farce, that we cannot imagine how any one could offer so in its defence; yet a Mr. SCOTT—certainly, not a descendant of "Sir WALTER"—said no party was so competent as that which knew nothing of the subject, "The duty," said he, "was merely to examine accounts, and attest the accuracy of figures, and for such he considered a *mechanical* accountant was the most suitable person." We presume Mr. SCOTT is himself a *mechanic*, and votes under the *Scot* and lot suffrage—while it is hardly necessary to observe, to judge of the grammatical construction of a sentence, there is a something necessary beyond seeing that the *i's* are pointed, and the *t's* crossed.

## THE IRON TRAE.

In another column will be found a letter from an able correspondent, referring to two others which appeared in our paper on the 3rd inst., on the subject of the iron trade: in it free criticism is exercised on those communications, and an independent opinion advanced. The former letters were in correction of a statement of our own respecting the prospects of the trade, and the probable result of the necessary increased demand. We stated our belief that the total make for the year would equal about 1,330,000 tons, and the consumption, 1,803,500, inferring a deficiency of 500,000 tons. Our estimate of supply was left unimpaired, that of demand converted by a correspondent from 1,803,500 to 886,100 tons, changing the deficiency into an excess of make of 443,400 tons. The fallacy of his observations we subsequently exhibited, and sustained our original computation. Our correspondent, whose letter appears to-day, anticipates an increase of 302,500 tons, instead of 120,000 tons as we suggested, over the make of 1844: this he grounds on the more general extension of furnaces, the greater skill in fabrication, and other combining circumstances, and, therefore, computes the total supply of pig-iron for 1845 at 1,512,500 tons. This, it will be seen, differs from our estimate by nearly 182,500 tons, whether on sufficient grounds it were useless now to speculate. But with regard to his assumed consumption, we enter our decided protest; not only falling into the same error with the correspondent he would correct, as regards the requirements for railroads, he has even still more lessened that previously underrated item, and argues up on

the premise we have previously demolished, that a considerable time must elapse before railways will require the amount estimated in our original review; to this we will merely repeat the answer we returned the *Times* correspondent, "Justus,"—"As to the delivery of a certain quantity of metal constructed for a specific purpose, at a specific time, no doubt can be entertained." Rails for 2000 miles have been contracted for; 1000 miles for 1845, and 1000 miles for 1846: this will be delivered, and we, therefore, cannot understand why so large an estimate should be suddenly reduced to 400 miles, requiring only 108,000 instead of 250,000 tons. To the allowance for waste, though alluded to and admitted by our correspondent, a blank is inserted in the items, and thus an amount of 21,600 tons, on his own showing, wholly omitted. In other particulars he appears to us equally unjustified, but the more important misconception being that respecting our estimate for contracted railways, we have thought the refutation of that detail sufficient at the present time. This reduction necessarily affects the whole scale; the total consumption is taken at 1,470,000 tons, leaving a probable excess of supply of 42,500. Now, substituting our computation for demand, and admitting even the accuracy of his for supply, we shall still have a deficiency in the make of 1845 of 291,000 tons. We see, therefore, as yet, no reason for withdrawing our original opinion, that the excess will exist, and that the trade has every prospect of a permanent, steady demand. Within the past week some rather curious fluctuations have characterised the market, and a further decrease is fully anticipated. And yet, in spite of these contingencies, the largest houses will not sell their bars under 11*l.*, or pigs under 7*l.* 10*s.* per ton. At Newport, however, many less independent works have effected sales at 9*l.* 10*s.* for bars, and 5*l.* 5*s.* for pigs; but the fact is, few of the Welsh houses will be able to take orders for some months to come, being at present so completely full, and it is to be regretted that some trouble has already been experienced with the workmen; should this latter circumstance continue, it may seriously affect the operations of the trade.

## SHARE MARKET.

**MINES.**—In some of our Cornish mines we are glad to be able to note a considerable improvement, while in no instance has there been any particular falling off in produce, or reduction in the price of shares. North Wheal Rose has been gradually improving, and we may safely quote the shares at 60, though some transactions have been done at an advance of 5*l.* on that amount. Tolgus have risen to 11*l.*; Wheal Sisters have gone up from 50 to 90, and the prospects of the mine are at present most encouraging; Trelawneys have advanced 10*l.* In foreign mines little has been done: Bolanos have realised 6*l.*; and in Mexicans a *bona fide* transaction has taken place at 6*l.*

**RAILWAYS.**—The condition of the railway share market is decidedly better—a state of things occasioned, no doubt, by the improved condition of English and foreign securities; still, prices have not materially advanced—the principal attention of the dealers being directed to the settling day on Thursday last, which passed off without anything worthy of note, as scarce any preparation appears to have been necessary to arrange the various settlements—an evidence that the mania which has existed for so considerable a time is on the wane. In many of the old established lines little is doing, and prices remain firm, while those shares which command the greatest attention are the Rugby, Churnet Valley, Direct Northern, London and York, with some of the Irish lines, and a few leading scrips in England, which, being still considered as fluctuating stock, hold out considerable inducement for speculation. Our quotations will show the little variation that has taken place in railway shares generally.

**JOINT-STOCK BANKS.**—In these shares prices in general will bear nearly the same quotations as last week—the Provincial and National of Ireland, however, still being on the advance, the former having been done at 50*l.*, an increase of 1*l.* over last week's quotation, and 6*l.* over that of the previous week; the latter at 21*l.*, being exactly the same advance, and confirming the opinion we have before ventured on, that the flow of English capital into Ireland, consequent on the introduction of the railway system, would give additional confidence in the Irish banks, as well as in all the great commercial establishments of that country. British North American have been done at 45*l.* London and Westminster, 27*l.* London Joint-Stock, 14*l.*; and Union of Australia, 26*l.*

**MISCELLANEOUS SHARES.**—Anglo-Mexican Mints have realised 18*l.*, being an advance on last week's quotations, attributable to the information received at the meeting of shareholders last week; Equitable Reversionary Interest Society have been done at 8*l.*; Peninsular and Oriental at 79*l.*; and Reversionary Interest Society at 99*l.*

**METALS AND METALLIC PROPERTIES.**—On Saturday last, Professor Faraday continued his series of lectures on metals and metallic properties, by discussing the peculiar characteristics of iron, and, in connection with it, those of steel. The extreme malleability of the former was clearly demonstrated, and illustrated by various beautiful experiments; its tenacity and ductility being also ably dilated on, as well as its affinity for the other metals. Some fine specimens of the ore were displayed, and the inherent properties of the metal in that undeveloped state ably considered. The lecturer described the process of rendering the metal at once tough and strong, being thus adapted for purposes requiring such valuable features; and stated that this property of toughness was easily removed by a violent concussion, and mentioned the fact of Mr. Nasmyth's opinion being, that the axles of railway carriages so frequently snapped asunder, though previously rendered of extreme toughness and strength, from the constant percussion occasioned by the wear and tear of 3000, or upwards, of miles of travelling. The original qualities were, however, easily reinvested by a repetition of the same process that first gave it the necessary adjuncts. The properties of steel and its formation from the parent mineral, iron, were practically illustrated. The iron being submitted to a high heat, the oxygen crept into the metal, as in the manufacture of iron it crept out, and the result was, the formation of a new and exceedingly valuable metal, possessing all the toughness and malleability of iron, and the fusibility of cast-iron, while, at the same time, its increased hardness rendered it capable of receiving the finest edge and the highest polish. Some very beautiful specimens of swords, both of home and foreign manufacture, were exhibited by the lecturer: that presented by the Emperor of Russia to Sir Edward Codrington, for his victory at Navarino, being of Siberian manufacture, and bearing on it representations of that battle, and inclosed in a beautiful sheath, overlaid with velvet and inwrought with gold, attracted very universal interest. The mode of testing the sufficient capabilities of steel, when fabricated into swords, was shown in a very complete manner: the sword was screwed tightly by the hilt to a lever, and suddenly, with an immense spring, let descend on a block of hard timber, this trial being repeated on its back, front, side, and edge; if withstanding these shocks, it was considered sufficiently strong, and accepted from the manufacturer at a high price, for the use of our military and naval establishments, while those that broke in their submission to this process were rejected. In conclusion, the lecturer briefly alluded to the properties exclusively belonging to iron, as exhibited by the loadstone in the phenomenon of electricity: illustrations were given of its amazing powers, and its adaptation to our wants cursorily alluded to.

**JAMAICA RAILWAY.**—As an instance of the great difficulties experienced, yet overcome, in the construction of the Jamaica Railway, we may observe that the cuttings in many places are of a very great depth, through a stiff clayey soil, and have entailed considerable toil on all classes of labourers employed. The amount of work already performed in these cuttings along the entire line, and on the embankment at Hunt's Bay, is much greater than was anticipated. At Cumberland's pen upwards of fifty women are at work, and at the terminus at the west end a vast deal of labour has been expended in furthering the line. The brick bridge at Greenwich is rapidly progressing, and the frame-work of several bridges has been completed, ready for erection. A great many miles of penguin fence have been made, trenches, drains, and water-courses dug, and the rails permanently made for a considerable distance on the road. The rails are now being permanently laid from the Kingston terminus, to meet those already laid down from the centre of the line; and at the Spanish town-end the works are equally as advanced as they are at the Kingston terminus. It is confidently anticipated that, notwithstanding the difficulty of the work exceeding previous calculations, the whole construction will be completed at a cost far below the original estimate, and at a much earlier period than allowed by the Act of Incorporation; while, from the nature of the workings, and the materials employed, its extreme permanence is confidently relied on. It may be here observed, that the climate, although reputedly of an unhealthy character, has as yet had no pernicious effect whatever on the English labourers who have emigrated there. Scarcely an instance of illness has occurred since the commencement of the line, and salubrity, rather than sickness, is indisputably the characteristic of this climate.



## AUSTRALIAN MINING COMPANY.

Provisionally Registered, pursuant to 7 and 8 Vic. cap. 110  
Capital £400,000, in shares of £20 each.—Deposit £2 per share.

W. T. Copeland, Esq. Adm. and M.P. 37, Lincoln's Inn-fields  
Samuel James Capper, Esq. 1, Adelaide-place, London-bridge  
Edward Hagen, Esq. Mill-street, Bermondsey  
John Masterman, Junr. Esq. Nicholas-lane, Lombard-street  
COMMITTEE OF MANAGEMENT IN AUSTRALIA.  
George Arthur Anney, Esq.  
John Baker, Esq. Director of the Bank of Australasia.  
Jacob Hagen, Esq. Member of Council  
John Hart, Esq.

John Capper, Esq. 1 Adelaide-place  
Benjamin Greene, Esq. 45, Russell-square  
Frederick Mildred, Esq. 35, Nicholas-lane.  
BANKERS—Messrs. Masterman, Peiers, and Co.  
SOLICITORS—Thomas Hanson Felle, Esq.

It has been long notorious that mineral productions have occasionally been found in the Australian Continent, but it is a matter of recent discovery that inexhaustible mines of that description of wealth, not only abound in certain parts of South Australia, but approach so near the surface of the earth, as to afford the most unusual facilities for working them. Masses of the richest copper ore are found cropping out of the sides of the mountains, and upwards of 1000 tons of the ore have already been raised in the neighbourhood of Adelaide, at little more than a nominal expense; of which between 200 and 300 tons have already reached England,\* while many other shipments are on their way, and a far greater quantity awaits only the loading of wool-ships, to transport it to the same destination. Nor are the mineral riches of the district by any means confined to copper. The discoverers of these mines, after a long period of anxious labour and research, in almost untrodden regions, have, for the most part, been unable to profit by their good fortune to any considerable extent, for want of the requisite funds wherewith to purchase them, under the Act of Parliament by which these unsurveyed waste lands cannot be demarcated and obtained in blocks of less than 20,000 acres. They have consequently applied to the mother country to furnish the means of doing so, reserving to themselves the right of participating, to some agreed extent, in the benefits which may result from the undertaking. Responding to this application, and in full reliance on the accuracy of the statements furnished by their highly respectable correspondents in the colony, confirmed almost daily by a succession of fresh arrivals, the projectors have formed the present company, with the view of raising a fund, for the purchase or other tenure of some of these mines, under the provisions of the Acts of Parliament for regulating the sale of waste lands belonging to the Crown in the Australian Colonies, according to such conditions as the laws of the colony, the governor, and the Crown, may enjoin, and of afterwards working or otherwise disposing of them in such manner as may seem best for the interests of the company.

For this purpose, it is proposed to create 20,000 shares of 20l. each, on 17,000 of which 2l. per share shall be paid by way of deposit in England, on complete registration of the company, 2000 being reserved for persons in the colony, on payment of a similar deposit of 2l. The remaining 1000 shares will be appropriated, free of all payment, by way of deposit or otherwise, to the discoverers of the mines and the projectors of the company, who accept such shares as a compensation for their expenses, discoveries, and past services, with the understanding that those services will be continued gratuitously, under the control of the directors, for the benefit of the concern, until at least one mine shall be effectually secured to the company, and in a state of profitable operation. In the mean time, those 1000 shares will not be transferable.

With a view to an identity of interests, and in order to render official remuneration contingent on the success of the undertaking, the directors (whose qualification as such will be the continued holding by each of not less than 50 shares), and the committee of management in Australia will not receive any salary, until a dividend or dividends, amounting together to 5l. per cent. on the paid capital, shall have been declared amongst the shareholders (the 1000 shares appropriated, as before mentioned, to the discoverers and projectors, being, for the purpose of dividends, considered as paid up to the same extent as the other, or general shares). The deposit of 2l. per share on 17,000 of the shares in England, will produce a sum of 34,000l. (independent of a similar deposit on the 2000 shares reserved for parties in the colony), which, it is considered, will provide for the purchase of a block of 20,000 acres, and leave a capital sufficient for the purpose of commencing operations upon an efficient scale, and, if deemed expedient, of purchasing, or renting and working, some smaller sections. It is not intended to call for more of the capital than the deposit above-mentioned, unless the directors are fully satisfied of the eligibility of their original investment, and no call, therefore, beyond the deposit, will, in all probability, be made on the shareholders, until the first block of 20,000 acres, or one mine, at least has been secured to the company, with such encouraging prospects as may warrant a bolder outlay, but no call will be made of more than 2l. per share at any one time, nor with less than three months' notice of each call. The profits of the company will be primarily derived from the sale of the copper and other mineral substances, raised from the mine or mines, and the directors are sanguine as to the result, from the ascertained productiveness of the ore, the reasonable expense at which it can be raised, and the cheapness of freight, in consequence of dead weight being always required for ships bringing home wool and other light goods.

It is not improbable that, at a future period, the business of smelting their own ore may be carried on with advantage by the company; nor is it, perhaps, carrying the view too far to point out a prospect of the block of land about to be obtained for this company, becoming the centre of a great mining metropolis in Australia, of which the harbour of Adelaide will be the outlet; a contingency which has doubtless induced the legislature to authorise the governor of the colony, for the time being, in contracting for the sale of these lands, to reserve for her Majesty such portions as may be requisite for the providing of roads, schools, churches, or other places of worship, places of burial, and public recreation, and such other things as may be requisite for adapting the particular spot, not only to the existing or immediate convenience of those who may first establish themselves thereon, but also for giving the greatest practicable encouragement to settlers, and providing, by timely arrangements, for the accommodation of what may be looked forward to as a rapidly increasing population. The affairs of the company will be conducted under a Deed of Settlement (registered according to the provisions of the Act recently passed for regulating joint-stock companies), by five directors in England (aided by a committee of management in the colony), with power to add to their number, and liberty, if requisite, to apply for an Act of Parliament, and a general meeting of the shareholders is to be held once a year, when a statement of the company's concerns will be produced for inspection.

## FORM OF APPLICATION FOR SHARES.

To the Provisional Directors of the Australian Mining Company,  
No. 1, Adelaide-place, London-bridge.

I request that you will allot to me shares of 20l. each in the above-mentioned company, according to the terms of the prospectus, and I agree to accept the same, or any smaller number of shares that may be allotted to me; and to execute such a deed of settlement as the provisional directors may approve of, and to pay the deposit on the shares allotted to me when required so to do.

Dated this day of 1845. Name .....  
Address .....  
Profession or trade .....

## THE GREAT WELSH MINING CAUSE.—(MALINS v. LORD DUNRAVEN).

The defendant in this suit applied to the court last week for an order to remove the cause from Middlesex to Glamorganshire, which was resisted by the plaintiff, on the grounds of the defendant's great influence, as well as that of Sir Robert Price—who is defendant in another suit arising out of this long protracted cause—in the latter county. The application was supported by Mr. Vaughan Williams, and opposed by Messrs. Butt and Phinn. Justice Coleridge took time to consider; and, on Friday, pronounced in favour of the application. The coming assizes at Cardiff will be of an unusually long duration; three distinct suits being already fixed upon, and the witnesses very numerous on both sides, both practical and scientific.

**THE PATENT FUEL COMPANY.**—Though numerous patents have been taken out for manufactured fuel, none of them have been brought into general use, and have, in most instances, proved complete failures. A plan, however, was adopted by Mr. Warlich, by which he has overcome the difficulties attendant on the manufacture of artificial fuel, and, by the application of intense heat in the manufacture, renders it harder than any ever before produced, and perfectly equal to every purpose in all climates. This subject is worthy the attention of the owners of collieries, who have large quantities of small coal at surface, which, in many instances, from their accumulation, become not only valueless but burdensome, and frequently thrown away. The Earl of Lonsdale has procured a licence to work up the refuse at his extensive collieries at Whitehaven, and the invention will doubtless be very generally supported; we shall return to the subject next week.

**Dreadful Mining Explosion in Belgium.**—A frightful accident has just happened at Boussu, near Quirrain, where a formidable explosion of fire damp took place at the bottom of a coal mine in full work; about 200 men were at work at the time, of whom it is feared the majority have been killed. We know nothing precise as to the number of persons who have perished; some accounts raise the number to 140, but this estimate is not official. Since the moment the deplorable catastrophe happened they have not ceased drawing mutilated corpses from the shafts of the mine. The families of the miners are in a most pitiable state of suspense—every corpse which is drawn to the mouth of the mine occasions a scene of perfect desolation.

## PRESENT STATE AND PROSPECTS OF THE IRON TRADE.

**SIR.**—In your Journal of the 3d inst., two ably written letters appeared, taking very opposite views of the prospects of the iron trade; in both these letters some very important causes, which must affect the iron trade, as well as the immediate progress of the railway system in this country, are entirely overlooked—in fact, both your correspondents are, on paper, erecting stupendous machinery, forgetting where the power is to be found to drive it, or to set it in motion at once; the views both take are right in part, but, by as much as the one is too sanguine, by so much is the other too limited, in his views. Any statement, in figures, as to the quantity of iron to be made, and to be consumed in perspective, must, of course, be liable to error; but that statement which is founded on the most minute and unprejudiced examination of the causes now at work, and the effect of like causes in past time, will be the statement most likely to approximate nearest to the truth. How nearly correct the following statement may be, time only can decide:—

Total make of pig-iron in Great Britain for 1844.....	tons 1,310,000
Increase of make for 1845, about one-fourth.....	302,500
Probable supply for 1845.....	1,612,500
Railways to be completed, 400 miles, 70 tons per mile.....	tons 28,000
Chairs for the same, 80 tons per mile.....	32,000
Iron for waggon, &c., say 300 tons per mile.....	120,000
Allow one-fifth usually deducted for conversion of pigs, extra iron consumed in waggon, &c., &c.....	460,000
Exports (foreign) for 1844.....	195,000
Increase for railways now in progress more than 1844, say 300 miles.....	480,000
Consumption of home market for 1844, computed at.....	480,000
Increase for ship-building, new plants for mines and collieries, and increased consumption by extending iron-works, &c., already in operation.....	75,000—1,470,000
Probable excess of make for 1845.....	42,500

You will, I believe, on closer inquiry, find that both your correspondents are far under the true estimate of the increased make for this year; in the earlier part of 1844, about one-fifth of the furnaces in Great Britain were out of blast; we admit that many of these, as the trade revived, were in again at the latter end of the year. Early in 1845, all the furnaces possible were in blast, and by the end of this year (1845) so many new ones additional will be in, as fully to compensate for the increase towards the end of 1844. You will also bear in mind that superior skill in the management is constantly increasing the make from each furnace, at almost every work in the kingdom, and you will find the increase from this cause alone will average from 5 to 8 per cent. on the gross. The make of pigs in 1839-1840 was nearly 1,400,000, and since that time, if no new works had been erected, the improved system of management would greatly increase this quantity.

The statements of your correspondents, as to the consumption for railways, have been made somewhat hastily. They appear to assume, that having gained the sanction of the legislature, to a number of railway projects, and raised the money for carrying out or completing the work, nothing more is necessary, the rails may be purchased, and, as soon as delivered, laid down. Experience will soon undeceive us in these visionary demands. No genius can be conjured into existence, to tunnel through mountains—fill valleys with immense mounds of earth—span rivers with massive bridges of iron or stone; to accomplish these works, thousands of human hands, directed by genius and mind, must toil and labour. Machinery, at present, can do but little to expedite or lighten the operation in this work; no invention, as yet, supersedes in this—the muscle and sinews of the human form. Although, I have, in this statement, assumed 400 miles of railway, as probable to be completed in 1845, I fear we have not anything near enough surplus labour in the country, to accomplish this work in the time. For a great portion of the work, skilled labour is necessary; and most of this has hitherto been procured from the manufacturing counties of the kingdom, and principally from the iron districts. In these departments, such activity now prevails as to have increased the demand above the supply; some of the works in Staffordshire are actually prevented from increasing their operations; because of the great difficulty of securing labour to carry them on. It is quite true, that in the agricultural districts, we have surplus hands; but these are not skilled, and will require long training, to be of effectual assistance. The increase in the price of skilled labour (an unerring test of the demand), instead of immediately procuring more, has, to some extent, the reverse effect. With the great increase of wages in Staffordshire (from 50 to 60 per cent.), most of the men now work no more than three or four days in the week.

The home consumption of iron for general purposes will at least equal that of last year; because, although, as stated by the correspondent, "Justus," the high price will cause wood and other materials to be used, in many cases, instead of iron, still this will be amply counterbalanced by the increased use of iron for ship-building, and requirements for new works consequent on the increased demand for manufactures and the improved state of trade: the same causes will nearly, in like manner, affect the foreign exports; for, although this trade has been checked for a time by the rapid rise here, we must remember the stocks abroad are exhausted, and, as shown by the late orders from the United States, the merchants in this country are now authorised to buy at times' prices. The want of labour to complete the earthwork of railways on the continent, especially in Russia, will not apply to the same extent as in this country; it is also prudent to have the rails ready abroad, some time before they are actually waiting to lay them—this will, probably, greatly increase our exports in a few months; and, although the weight set down for this purpose is far greater than either of the statements before given, I think it will not be very far from correct. If these views and statements are correct, then there is no just reason for iron rising to an excessive price, the supply being fully equal to the demand; it is fortunate for all really interested in the business that the present panic is likely to bring the trade again to a healthy state.

May 15. E. R.

## THE COPPER TRADE.

**SIR.**—The remarks on the letter of your correspondent, "One Interested in Copper Smelting," were, no doubt, good, as taken in the sense with which you wrote them—that of upholding the mining interests of this country—and I am sure every one, as well as myself, will give you all credit for your intentions. I am myself interested in mines at home and abroad, and it matters not to me—I speak commercially—whether I can obtain a greater return on my investment of capital, if it be from the ores of Chili or Cornwall, any more than any capitalist, merchant, or broker, would care whether it was indigo, cotton, or tea; for it matters not what the article on which he makes his profit; I presume if you were to go to the Corn Market, the broker, agent, or merchant, call him what you will, feels but little interest beyond that which, after all, I am sure you will feel, with myself, is individual, and thus it is that I must differ with you. This, however, is not all, for I feel satisfied your correspondent could never have intended, or had the slightest idea of exporting British ores—this might, perhaps, have been on your part a mere play upon words, a sort of "poking your fun," as you would, possibly, express yourself; because we are able and do produce the poor ores, as he, I dare say, knows, and I cannot help thinking that more is meant than "meets the eye," and that your correspondent is not so ignorant as you give him "credit" for. I certainly am interested in seeing the smelting of copper ores transferred to my own country, and I think we shall succeed, the only question is freight and carriage. We have an abundance of coal, and although you would deride us, I have no doubt but that you will find, without reciprocity, and opening your ports to free trade, not only in corn but in ore, that you will have to repent neglecting the opportunity afforded you of preventing those disastrous consequences which I can well see must ensue.

Liverpool, May 13. AN AMERICAN AND A FREE TRADER.

**THE VICTORIA IRON-WORKS.**—This unfortunate concern is likely to prove a source of profitable employment for the gentlemen of the long robe. Mr. Fraser, the manager of the Monmouthshire and Glamorganshire Banking Company, Messrs. Joseph Beaumont and Jeremiah Cairns, trustees to the said bank, having, we are informed, jointly filed a bill in Chancery, to compel Sir B. Hall to grant them a lease thereof. The chief points to arise will be, whether such lease was ever promised; and, if so, the competency of the bank to undertake a lease of an iron-work or mining property, being contrary to their Deed of Settlement, and a business for the carrying on of which they were not constituted. The difficulty will be considerably enhanced by an application being made to the court by shareholders in the bank, for an injunction to restrain the three plaintiffs from taking such lease. The hearing is fixed for the 22d inst., and we hope in our next to give a report of the case. Meanwhile, the works are being vigorously carried on—two furnaces in blast, and a third in course of preparation. The mill and forge will commence immediately upon the iron and metal now in stock, as well as several hundred tons of cast-iron from plates purchased of the Monmouthshire Canal Company at 5l. 10s. per ton: the latter company substituting wrought-iron on all their lines.

## IMPERIAL BRAZILIAN MINING ASSOCIATION.

A meeting of the proprietors of this association was held at the London Tavern, on Thursday last. THOMAS GIBSON, Esq., in the chair. The SECRETARY having read the minutes of the last meeting, which were, as usual, confirmed, presented the directors' periodical report, from which it appeared, that the six months, ending with the year 1844, had been, as far as regards the produce, the least successful since the working of the Gongo Soco mine was commenced by the association—the quantity of gold obtained being only 163 lbs. 9 oss. 1 dwt.: this small produce had been, in some degree, occasioned by the extreme drought, which had prevailed considerably longer than usual, and had caused a serious deficiency of water for the use of the stamps, and other mining purposes. The report then gives quotations, at great length, from Mr. Henwood's recapitulation of the half year's proceedings, which, on this occasion, for the first time, arrived in time for the half-yearly meeting of the shareholders; the whole consisting of details of the workings, as given in the various reports in our columns, during the six months in question. The receipts for gold and Rio deposit stock was 6625l. 16s., and the expenditure 11,335l. 8s. 10d., showing a loss of 4709l. 12s. 10d., to meet which the directors had authorised the application of a part of the Brazilian stock, to the extent of rs. 55,000, or about 5000l., rather than that Messrs. Naylor, Brothers, and Co., should continue to draw upon the chairman, to cover their supplies of funds to the mines, and by the time this amount of stock is exhausted, it was hoped that discoveries at Gongo or Cata Preta will have furnished satisfactory remittances of gold, so that the usual course of drawing on London for the Brazil expenses may be resumed. They, however, took the opportunity to direct attention to the fact, that there existed a reserve fund in the Bank of England, of 29,231l. 3s. 9d. 3/4 per cents, and 10,000l. in Brazilian stock, of which they had authorised the sale of 5000l., as before mentioned. The gold raised at Cata Preta was only 1 lb. 4 oss., and the charge of 2500l. on that mine is considered an outlay of capital required to prove the value of the property. The total number on the establishment, on 31st December last, was 685, generally in good health and happy. They had recently sent out the details of a novel plan of stamping, and some amalgamating barrels, for extracting the gold from the stamped stuff, by the use of which very great results are confidently anticipated by the gentleman who introduced the subject to the directors. They looked with much anxiety to the various investigations now carrying forward, and, as they hope, still valuable properties in Brazil belonging to the association, they saw no cause for despondency, and trusted credit would be given them for unabated zeal and attention to the interests committed to their direction.

On the motion for the report being received and adopted, a PROPRIETOR inquired, whether the new system of amalgamation would tend to increase the profits of the company?—The CHAIRMAN replied that, under the present process, a considerable loss was experienced, almost imperceptibly, in the washing; by that now proposed it was anticipated that their produce would be doubled; and, as the preliminary expenses would not exceed 200l., and no payment was to be made the inventor, unless the system succeeded, the directors thought it advisable to adopt it. The report being unanimously received, and the directors and auditor named in the report elected, the meeting separated.

## WEST WHEAL JEWEL MINING COMPANY.

The annual general meeting of the adventurers in this mine was held at the company's offices, in Old Broad-street, on Monday, the 12th instant. J. HEERON, Esq., in the chair.

The SECRETARY having read the advertisement convening the meeting, read the following directors' REPORT.

Although your directors are unable to present to you, on the present occasion, a report of so favourable a character as those which they laid before you at the two preceding annual meetings, it may not be irrelevant to observe, that these mines are only participating, in some measure, in the depression at present attending most mining undertakings. In some measure, we perceive, from the reports which will be read to you from the mining agents, that there are many points of the highest interest yet to be developed, among which the most prominent is the Wheal Jewel lode, in the western ground; and, notwithstanding the temporary unproductiveness of the lower levels, it is confidently anticipated it may yet realise the expectations previously entertained of it. The engine-shaft is now down ten fathoms below the 100 fathom level, and at five fathoms deeper another cross-cut will be driven to intersect the several lodes which have been explored above. It is far from unreasonable, therefore, to hope that, considering the locality in which these mines are situated, an increased depth may lead to a permanent and beneficial change in the nature of the lode. There are other objects, also, of great interest in the northern part of the set, comprising Wilkinson's and Morcom's lodes, which hold out great expectations of promise, especially the latter, from which, in the adjoining mine of Wheal Jewel, the adventurers realised large profits. The operations on this lode have been carried on until recently at the deep adit only, but, by the completion of a cross-cut during the past year at the thirty fathom level, extending from the south mine, a facility has been thus afforded for exploring the lode at that depth, and your directors entertain a confident hope that, on a nearer approach to the adjoining mine, the result will prove successful. These are the principal features which your directors deem it requisite to bring under your notice, the remaining points being adverted to in the agents' report. It will be perceived, by the balance-sheet, that the workings during the last year have left a deficiency of 800l. or thereabouts, which may, in a great measure, if not altogether, be ascribed to the depression in the standard during that period. From a calculation which has been made, it would appear that the average price of one ore for the year ending June, 1844, was 54. 11s. per ton, whereas the average from that time to the present is only 51. 2s. 10d.—thus showing a deficiency or falling off of nearly 700l. Your directors, in conclusion, beg to submit for your approval a purchase made by them in September last, of thirty-five shares, for the purpose of being cancelled, and of reducing the number of shares to 3800—a measure which was considered at the time as judicious.

From the general report of the agents, it appeared that, during the year, there had been sunk and driven 347 fms. 2 ft. 8 in.; that there were a number of important points which it was hoped in the course of the next six months would, on being laid open, produce a great change for the better in the prospects of the mine, particularly on Morcom's lode, alluded to in the directors' report, from which cross-cut, at the thirty fathom level, there was yet fifty fathoms of ore ground (before the boundary was reached) on the same lode which produced such profitable returns in the adjoining mine; from the ore in sight it was gratifying to state that the mine would, without doubt, pay the cost of working for the next twelve months, even should no discovery be made.

The following is the balance-sheet submitted by the directors:—

Dr.		Cr.	
April, 1844, to April, 1845	£7837 6 5	Balance last account	£299 16 9
Merchants' bills	2390 16 9	Copper ores sold	2060 5 2
Purchase of shares	340 0 0	Tin	311 12 9
Lords' dues	394 7 11	Materials sold	15 13 8
Interest and commission	82 2 6	Balance	1311 9 9
Bill of costs	24 5 6		
Directors and Sec. salaries	250 0 0		
Printing, office expenses, &c.	69 2 8		
Balances in hand	530 8 11		
	£11,638 10 11		£11,638 10 11

The annexed is the general statement of the assets and liabilities:—

LIABILITIES.		ASSETS.	
Balance owing bankers at Truro.....	£1311 3 0	Balance of cash, &c.....	£330 8 11
Merchants' bills unpaid.....	2036 16 9	Ditto of last call to be received on twenty shares.....	10 0 0
Lords' dues, ditto.....	394 7 11	Proceeds of sale of ore on the 6th inst.....	569 17 6
Contingencies.....	50 0 0		910 8 5
	£2110 7 2	Balance against the company.....	£1300 12 9

The CHAIRMAN said, as the meeting was now in possession of all the reports, Mr. Harvey and Capt. William Richards (from Cornwall) were present, and would be happy to answer any questions.

Mr. Horwood wished to draw the attention of the adventurers to the fact, that the seventy fathom level, on the south branch, had produced ore ground, worth from 10l. to 15l. per fathom; and, having reached the eighty-five fathom level, at which greater depth it was likely to be found still more productive, he wished to ask Capt. Richards why that point had not yet been prosecuted?—Capt. RICHARDS explained, that it was considered more important to lay open Buckingham's lode, and their funds did not enable them to prosecute both points at once; he should like to see another hundred pounds per month expended in developing the mine, from which he had great hopes. The point mentioned by Mr. Horwood would be shortly opened up, and he hoped their well-founded expectations would be realised.—Mr. Horwood mentioned several other points in different parts of the mine which had been temporarily suspended, from which he considered there was much ground for anticipating a great improvement in their prospects, and he mentioned those circumstances to impress upon the adventurers what appeared to him to be the fact—viz., that, on carefully examining the state and prospects of this mine in detail, they would find that it was not in that impoverished state which some gentlemen out of doors would insinuate, but that, in addition to the quantity of ore in sight, there were numerous important points, which, from the great extension of the workings, could now soon be laid open at comparatively little expense, and which it was not unreasonable to hope would yet produce them a considerable return.—The report and accounts were then adopted.



**United Mines.**—The improvement noted in my last report still continues, and, up to the present month, to materially increase the produce. About thirty tons of ore, at this month's production, have already been returned to the smelting-house, and I hope to have an equal quantity ready by the end of the month. The per centage of the metal and dreg is low, but this may be attributed being taken as a flux at the smelting-house, instead of undergoing the ore-dressing operations. Instead of continuing the eighty-five fathom eastery, where the lode has been greatly compressed by the grit, we have ended the cross-cut from the same level, for the purpose of intersecting the lode, where we expect to be able to set some stopes on the ore ground, and, on account of the dangerous state of the mine, we were obliged to abandon months ago. The level on the new lode has been holed to an old one on the north lode, and we have since commenced a sink for proving the lode towards the eighty-five fathom level; in this sink we have occasionally some good squats of ore. The new level on this lode, eastery, is very good, and without a great change takes place, will be suspended at the end of the month. The 100 fathom level continues as last reported, and the new primary shaft towards this level has been stopped for a short time, in order to enable the pumps, and stope up some ground in the bottom of the shaft, to enable the water to flow freely to the shaft.



**Reper's.**—The improvement which took place prior to my last report was of short duration, the lode having been cut off by a cauter vein. We are now rising from the adit level towards the north-west lode, for the purpose of unwatering the workings, before the thaw takes place. A more important improvement, however, can now be noted in the bottom level from shaft No. 3, about six fathoms below the adit, where little or no ore has been found. The lode has invariably been large and regular, and within the last two days has yielded some excellent quality ore; the quantity, also, is daily on the increase, and it possesses more regularity than the other places. This discovery is so recent, that I cannot venture to hold out hopes of permanency; the prospects are good, and I anticipate a favourable result to our operations. In my next, when the level has penetrated further into the lode, I hope to be able to give a more satisfactory account of it.

**Mancu's.**—We are now stopping the lode from the old shaft over the back of the adit level; a fair quantity of gossan and good dredging ore has been produced from this working. The lode in the sink under the adit has also increased both in size and quality, and the prospects at the present depth, and in this part of the mine, are more flattering than at any former period.

**Wilson's.**—We hope to resume the workings at this mine in the early part of the ensuing month.

**Church.**—The lode has again been found, containing only a few spots of ore, thinly disseminated. A cross-cut is now driving through it, for the purpose of determining the true run, and the effects produced on its junction with the slate.

**Quenwig.**—The new rise has occasionally yielded a few stones of good quality ore; the lode is still regular, and hopes are entertained of an improvement on rising higher into the mountain. The purple lode still yields a small quantity of rich ore.

**Old Mine.**—As mentioned in my last report, the smelters, during the partial suspension of the smelting operations, were employed in turning over the old stulls at this mine, the result of which has proved much more favourable than we had anticipated, and which will be rendered still more evident by reference to the actual delivery to the smelting-house. We intend to reduce the number of day-labourers at the United Mines, and employ them at this place.

**Exploratory.**—The wishes of the directors would long ere this have been attended to, and the required plans and estimates made; but during the winter season, with little or no day-light for several weeks, and the ground being covered with snow to a great depth, it would be impossible to make the necessary surveys, on which the estimate of expense, and time required for completing any proposed undertaking, must be founded. As soon as the ground is bare the surveys shall be made, and, together with the plans and estimates, forwarded to the board. In the estimate of ores for March, the Raipas produce appears very low; in consequence of the holidays, the actual time worked was only three weeks. This remark applies also to the other mines on this side; but the improvements that have taken place have compensated for the loss of time.

S. H. THOMAS.

#### ANGLO-MEXICAN MINING COMPANY.

In our report of the workings of this mine in last week's Journal, the produce for the week ending Feb. 22d is stated at twenty-four cargas, it should have been 211 cargas.

#### MINE ACCIDENTS.

**Thornley Colliery.**—Two men and a boy were severely burned by an explosion, which was occasioned by the use of a candle by a boy. The usual precautions appear to be strangely neglected in this colliery; for, notwithstanding the considerable number of hands employed, not a single lamp has been introduced—to which, certainly, must be attributed a second explosion, which took place on the overman and a companion endeavouring to ascertain the cause of the first.

**Shincliffe Colliery.**—G. Kirk was killed, and some companions injured, by the falling of a winch handle down the pit.

**Spear Moor Mine.**—On the 9th inst. John Nicholas was killed by a large piece of wood falling on his head down the shaft, through the rope breaking.

**THE CORNISH RAILWAYS.**—The proposed Cornish lines of railway, on which subject so many battles have been fought, are likely, it appears, to meet with severe opposition. The "West Cornwall," which is now before the Standing Orders Committee, stands a chance of being severely dealt with, and Captain Moorsom, the company's engineer, has been subjected to a most rigid cross-examination. It appears an offer has been made to Mr. Thomas of 500*l.*, and the promise to avoid his land if he will withdraw his opposition, which, however, he has refused, stating that he persisted in it on public grounds. There is much animadversion on Captain Moorsom's engineering talents and his acquaintance with the atmospheric system; and, on the other hand, the opponents of the South Line complain that Sir Charles Lemon endeavours to influence the committee, and consider his conduct at least as unfair. There is no doubt the opposition will be firmly maintained, and a number of gentlemen from the county are summoned to give evidence, which will, no doubt, produce some interesting exposures. So far Cornwall appears particularly unfortunate in the want of unanimity on the railroad subject, and a prospectus will appear in a few days for a system of railway communication through Devon and Cornwall, got up by an independent company, rich in resources, embracing lines from Exeter to Falmouth and Penzance; Bideford to Plymouth, Camelford, Tavistock, Delabole and Boscawen; Bodmin to Liskeard and Devonport; and Bodmin to St. Austell and Charlestown. We shall watch these proceedings with anxiety, having been informed that the present estimates of the Cornish lines are totally inadequate, and that the bills before the committee are in much danger.

**PILBROW'S ATMOSPHERIC RAILWAY—SINGLE RACK.**—Our ingenious correspondent, Mr. Martin, of Penzance, has forwarded to us some interesting suggestions relative to Pilbrow's new principle of atmospheric locomotion; these, however, evince that Mr. Martin has only seen some of Mr. Pilbrow's drawings, &c., as no advantage whatever is obtained over some of the original arrangements, and it is somewhat singular that the same suggestion was made him by Major Parly, and he actually received letters and drawings from Mr. Jones (of Manchester), with precisely similar proportions, more than three months ago. Though our correspondent is not a civil engineer, he writes that, having had this "splendid" invention for some time under his consideration, it appears to him that a double rack is one of the defects—regarding the parts subject to attrition and friction, as well as leakage—and considers that a double pinion wheel and one central rack would answer every purpose. He would have an external rack in the centre of the carriage, rendered less vertically rigid by a pair of springs, longitudinal elasticity being also prevented by rollers or others at each end of the rack; an internal rack and piston, guide rollers in the bottom of the pipe, and a longitudinal lower guide, working on rollers would also be employed. The centre of the pipe to be a little on one side of the centre of the rails; the outside cog being central, both the racks will be kept over and under each other, in the same line of direction by an intermediate wheel—the reversal of longitudinal motion being thus prevented. What our correspondent claims as an invention is, the mode of propulsion by one external horizontal pinion, instead of two vertical pinions, and a single rack serving instead of two racks, and a frame.

**GREAT EASTERN AND WESTERN RAILWAY.**—The object of this line is, by taking Birmingham as the manufacturing capital as well as the centre of England, to make a direct communication between it and Swansea on the west, and Great Yarmouth on the east; thereby connecting the Irish Sea and Bristol Channel with the German Ocean. The counties through which it will pass, are those of Rutland, Leicester, Warwick, Worcester, Hereford, Monmouth, and Glamorgan, embracing, from its contiguity with the lines already formed, the counties of Norfolk, Cambridge, Huntingdon, Northampton, Nottingham, Derby, Stafford, Gloucester, Brecon, and Carmarthen. The country thus benefited is, in every respect, the richest for mining, agricultural, and manufacturing produce, and contains a population amounting to three millions; and the line, commencing actually at Oakham, though, by the above means, virtually, at Great Yarmouth, will embrace the towns of Norwich, Thetford, Brandon, Ely, Downham, Lynn, Wisbeach, Peterborough, Stamford, Oakham, Leicester, Nuneaton, Birmingham, Scourbridge, Kidderminster, Worcester, Hereford, Abergavenny, Merthyr Tydvil, Neath, and Swansea. The counties of Glamorgan and Monmouth abound in iron as well as coal, as do those of Brecon, Worcester, Stafford, and Salop. The quantity of iron produced annually in England and Wales is estimated at 1,500,000 tons; of this one-third is raised in the immediate vicinity of Merthyr Tydvil, whilst the remainder is the produce of the English counties above-named: the whole of this quantity, with the copper, &c., from Swansea, and its neighbourhood, will depend for transit to Birmingham, and the manufacturing districts upon this railway. The coal-fields of Monmouthshire and South Wales are inexhaustible, extending over more than 1200 square miles. The coals are equal to the best Wall's End, and are shipped, on account of their excellence, to every part of the world—even to China and Calcutta. The Welsh culm, or stone-coal, is also in great demand for manufacturing purposes. Stone for building is also extensively attainable along the entire line. The exports of Welsh slate, at present amounting to between 7000 and 10,000 tons annually, will be considerably increased, and the lime and limestone found in several portions of the line, will find a ready transit not only for building but manufacturing and agricultural purposes. The Droitwich salt

must depend chiefly upon this railway for its conveyance. The annual consumption for export and home purposes exceeds 1,000,000 tons, and more than one-half of this amount is derived from Droitwich. Pottery and porcelain will prove articles of considerable traffic on this railway: the annual sales from the English Potteries amount to 2,250,000*l.*, and a vast proportion of this trade will devolve upon the proposed line. The total annual value of metallic goods, made chiefly at Birmingham and Sheffield, by the last Government estimate was 17,000,000—320,000 persons being employed in their manufacture. This estimate was taken in 1815, since which Birmingham had doubled, and the various other districts considerably increased, their population. As a line, therefore, likely to entail the most conspicuous advantages on trade, and promising to be of equal remuneration to itself, we cannot but consider it as one of the most deserving and important of the many projects now before the public. It is proposed, we observe, to adopt the atmospheric principle unless intermediate trials should prove unsuccessful, or subsequent consideration induce the committee to abandon the idea. The capital to be raised is fixed at 3,500,000*l.*, in 70,000 shares of 50*l.* each.

**BIDEFORD AND TAVISTOCK RAILWAY.**—The object of this line is to unite the Bristol with the English Channel, and to afford a direct communication between the three centres of population in Devonshire—viz., Bideford and Barnstaple on the north, Plymouth and Devonport on the south, and Exeter on the east, and to supply these districts, as well as all the intervening parts through which the line will pass, with coals and general merchandise, at a considerable reduction, at the same time affording an easy means of conveyance for the timber and agricultural produce of the county. It is intended that the railway shall commence at Bideford, and proceed by Okehampton to Tavistock, where it is to communicate with the branch of the South Devon Railway; a branch will connect the town of Barnstaple with the main line, and another branch will pass through the main line to Bow, and join the Exeter and Crediton line at the latter place; the length of the entire line, including branches, will be about sixty-five miles. It is urged that the town of Bideford, selected for the commencement of the undertaking, already possesses a large and increasing trade; that its imports of limestone, culm, coals, and iron from Wales, are very considerable, whilst there are large imports of foreign timber and general merchandise from more distant parts, and exports of potters' clay, agricultural produce, &c. These various branches of traffic will, it is anticipated, be facilitated and augmented by this economical medium of conveyance; it is also urged, that the slate quarries, copper, and manganese mines and granite hills will find a readier market, and more perfect development. The capital proposed for the undertaking is 650,000*l.*, in 26,000 shares of 25*l.* each. It is ascertained that the landowners on the line are unanimously in favour of the object, which they have been long desirous of accomplishing.

**ARCHBISHOPAL RAILWAY.**—Some time since, we gave a full description of Mr. I. Farrell's proposed plan of working railways by means of the Archbishopal screw, and which, we are glad to find, is about being practically tested—a short railway, of about five miles, being in contemplation, on which it is proposed to make the trial. The patentee, we also learn, has met with the most encouraging success, and fully anticipates placing his invention before the public, under most favourable circumstances.

#### Current Prices of Stocks, Shares, & Metals.

##### ENGLISH AND FOREIGN STOCKS.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.

Consols, Money, 99 9	Russian, 5 per Cents, 116 1/2
ditto, Account, 99	Spanish, 5 per Cents, 30 1/2
Exchequer Bills, 54 56 pm.	ditto, 3 per Cents, 42 1/2
Belgian, 3 per Cents, 94 94	Brazil, 5 per Cents, 88 9
Danish, 3 per Cents, 88 89	Chili, 5 per Cents, 98 100
Dutch, 3 per Cents, 63 3	Colombia, 5 per Cents, 15 1/2
ditto, 4 per Cents, 97 1/2	Mexican, 5 per Cents, 264 7
Portuguese, Conv., 3 per Cents, 66 1/2	Pero, 5 per Cents, 29 31

**HULL, THURSDAY.**—During the past week the holidays and the flat accounts from the London market have contributed to limit the amount of business; but, at our meetings to-day, an improvement was visible, more particularly in Brightons and Midland stock; Hull and Selbys are also slightly better.

##### COPPER ORES.

**NO SALE ON Thursday last, the 15th inst.**  
Copper ores for sale on Thursday next, at Pearce's Hotel, Truro.—Mines and Parcels.—Wheal Maria 1123—Trevelyan 377—Poldice 433—South Towan and Wheal Lyda 433—West Caradon 392—Par Consols 232—Wheal Seton 251—Wheal Jewel 226—Tredellian 224—Lanivet Consols 204—Fowey Consols 301—Holmabush 189—Wheal Prudence 176—Bedford United Mines 110—Wheal Maiden 69—Williams's Ore 41—Tregothan Consols 8—East Copper Bottom 4—Total, 4913 tons.

Copper ores for sale on Thursday next, at Pearce's Hotel, Truro.—Mines and Parcels.—United Mines 1137—Consols 941—South Caradon 421—Perran St. George and Bolenna 314—Fowey Consols 208—Holmabush 203—Wheal Ellen 140—Tredellian Consols 137—Graham and St. Aubyn 98—Trevelyan 393—East Downs 40—Wheal Henry 30—Martin's ore 12—Wheal Votive 10.—Total, 3782 tons.

##### COPPER ORES.

**At SWANSEA, for sale May 21.**—Cobre 99—98—97—95—93—85—83—80—60—29. Cuba 80—76—50—49—59. Cronbane 113—65—40—31—23. Knockmahon 98—78—74. Bearhaven 122—98. Chilli 60—42. Llandidno 62. Tigrion 58. Vigra and Cloga 23—21—2. Bacurano 25. Mollard 9—8. North Molton 4.—Total; 2262 tons.

##### LATEST CURRENT PRICES OF METALS.

LONDON, MAY 16, 1845.

Iron—Barrs, Wales, ton	£ s. d.	Tin—Com. blocks, cwt.	£ s. d.
.. London ..	0 0 9 0	.. bars ..	0 0 4 10 0
Nail rods ..	0 0 9 15 0	.. refined ..	0 0 4 15 0
Hoop (St.) ..	12 5 12 10 0	.. Straits ..	4 1 4 5 0
Sheet ..	13 5 13 10 0	.. Banca ..	4 5 4 7 0
Bars ..	11 5 11 10 0	<b>TIN PLATES—Ch. 1C, box</b>	1 15 0
Scottish pig, 18 ..	10 0 0 0	.. IX ..	2 2 2 4 0
Russian, CCND ..	0 0 0 0	.. Coke, 1C ..	1 10 12 0
.. PSI ..	0 0 16 0 0	.. IX ..	1 16 18 0
.. Gouffier ..	0 0 0 0	<b>LEAD—Sheet, cwt.</b>	0 0 19 5 0
.. Archangel ..	0 0 0 0	.. Pig, refined ..	0 0 20 0 0
Swedish, for riv., 12 ..	10 12 10 0	.. common ..	0 0 18 10 0
.. on the spot ..	0 0 0 0	.. Spanish, in bd. ..	0 0 0 0
.. Sheet, 18 ..	10 0 0 0	.. American ..	0 0 0 0
.. kedge 17 ..	10 0 0 0	<b>SPELTZ (Coke) ..</b>	22 10 22 15 0
<b>COPPER—Tile, ..</b>	0 0 83 0 0	<b>ZINC—(Sheet) m.</b>	0 0 30 0 0
Tough cake ..	0 0 84 0 0	<b>QUICKSILVER ..</b>	0 0 0 4 6
Best selected ..	0 0 87 0 0	<b>REFINED METAL ..</b>	0 0 7 2 6
Ordinary sheets, lb. ..	0 0 0 94		
.. bottoms ..	0 0 0 10 1/2		

a Discount 2 1/2 per cent. b Net cash. c Discount 2 1/2 per cent. d Ditto 2 1/2 per cent. e In kegs 1 and 4-inch. f Discount 3 per cent. g Ditto 2 1/2 per cent. h Net cash. i Discount 1 1/2 per cent. j Discount 1 1/2 per cent.

##### REMARKS.

**IRON.**—Some large sales of Scotch pigs have recently been made at about 75*s.* per ton on board at Glasgow, but no improvement has occurred in price. Welsh and Staffordshire iron is somewhat easier, and not in great demand.

**TIN.**—English has advanced 5*s.* per ton this week. Stocks are extremely low—Foreign has fetched 4*s.* per ton more than last week, and is eagerly bought up.

**TIN PLATES** are dull at quotations, and very little in demand for export.

**LEAD** has improved about 1*s.* per ton, and is in good demand.

**SPELTZ** in moderate request—stocks low.

**COPPER** continues very steady at quotations.

**EXPORTATION OF THE PRECIOUS METALS.**—The following are the official returns of the exports of gold and silver from the port of London for the last week:—

Silver coin to Rotterdam .. 48,000 ounces.

Ditto to China .. 18,000 ..

Ditto to Hamburg .. 8,740 ..

Silver bars to ditto .. 15,200 ..

Ditto to Rotterdam .. 27,000 ..

##### COAL MARKET, LONDON.

**FRIDAY.**—Adair's Main 14—Carr's Hartley 17—Chester Main 15—Dean's Primrose 14—Hastings' Hartley 17—Holywell Main 16—Nelson's West Hartley 16—Original Tanfield 14—Old Ponton 13—Ord's Redheugh 14—Old Tanfield 14—Ravensworth's West Hartley 16—Smith's Ponton 13—Taylor's West Hartley 16—West Wylam 15—Wall's End 16—Killingworth 15—Walker 15—Wharfedale 15—Eden Main 16—Bradley's Hutton 16—East Hutton 16—Haswell 16—Hutton 16—Lambton 16—Femberton 16—Russell's Hutton 17—Stewart's 18—Caradoc 18—Hartlepool 18—Heugh Hall 16—Kelsoe 17—Adelaide 17—Barrett 16—Eden Hartlepool 17—Gordon 15—Roddymoor 16—Seymour Ties 17—Tees Hutton 14—Anderson's Garesfield Coke 28—Clavering's Coke 28—Derwentwater Hartley 15—Hartley 16—Lewis's Merthyr 21—Llangenech 21—Powell's Duffryn Steam 22—Ships arrived, 54.

**MONDAY.**—Price of coals per ton at the close of the market:—Buddle's West Hartley 16—Chester Main 15—Hastings' Hartley 17—Holywell Main 16—Nelson's West Hartley 16—16, to 16 1/2—New Tanfield 14—North Tanfield 13—Old Ponton 14—Pott's Primrose 13—Ravensworth's West Hartley 16—Taylor's West Hartley 16—Towry 14, 15—West Wylam 15 1/2—Wylam 15 1/2—Wall's end—Clemmell 15 1/2—Newmarket 16 1/2—Hutton 16—Lambton 16—Femberton 17—Russell's Hutton 19—Richmond 17—Stewart's 19—Bowburn 13—Maclean's Ties 16 3/4—Tees 18 3/4—The Duke's 17 1/2—Wilton Park 15 1/2—Hartley 16 3/4—Llangenech 21—Sidney's Hartley, 17*s.* Arrivals since last day, 30.

#### PRICES OF MINING SHARES.

BRITISH MINES—continued.				BRITISH MINES—continued.			
Share.	Company.	Paid.	Price.	Share.	Company.	Paid.	Price.
235	Andrew and Boscawen	23	60	5000	Trelawny Consols	3	10 1/2
96	Bell	—	10	5600	Tamar Consols	3	10 1/2
4000	Bedford	24	7	6000	Tincroft	7	14
100	Botallack	175	480	128	Trevelyan	12	25 1/2
10000	Bow British Iron, reg'd.	10	25 1/2	320	Trelawny Consols	24	6
185	Ditto ditto, scrip.	10	19 50	320	Trevelyan	17	32
8000	Blaenavon	50	45	4000	United Mines	1000	100
120	Brewer	—	50	100	United Mines	1000	100
128	Budnick Consols	—	35	6000	Wicklow Copper	3	16 1/2
114	Charlestown	—	30	512	West Fowey Consols	40	35
5000	Con. Trefoll Mining Ass.	24	1	384	Wheal Franco	30	70
128	Coheen	—	30	128	Wheal St. Andrew	65	30
128	Cornwall	—	30	127	Wheal Virgin	—	30
3200	Cornwall Lead Co.	3	40	324	West Fowey Consols	10	400
128	Comfort	—	35	384	West Fowey Consols	10	40
2560	Cook's Kitchen	—	15	120	West Fowey Consols	10	40
1000	Carn Brea	15	90	128	Wheal Rose	40	40
1000	Callington	18	25	256	West Fowey Consols	6	11 1/2
256	Caradon Wh. Hooper	3	11	1000	Wheal Harriet	—	11 1/2
128	Caradon Consols	43	135	128	Wheal Penrose	—	10
256	Caradon Copper Mine	3	70	128	Wheal Penrose	16	150
128	Caradon Mines	—	135	68	Wheal Penrose	—	150
256	Caradon United	3	11	256	Wheal Albert	10	12
128	Creeg Brava	120	100	128	Wheal Bassett	10	40
1900	Combmartin	54	10	128	Wheal Acland	13	12
240	Cradock Moor	3	70	128	Wheal Sisters	43	90
128	Cradock Moor	—	100	99	Wheal Seaton	150	400
1000	Dharode	—	100	128	Wheal Seaton	150	400
10000	Durham County Coal	45	8 1/2	110	Wheal Seaton	150	400
100	Dyffrynwm	130	20	256	Wheal Hope	7	7
128	East Pool	—	45	4000	Wheal Martha Consols	3	5 1/2
94	East Wheel Croft	—	500	130	Wheal Trelawny	104	145
128	East Wheel Rose	50	1500	300	Wheal Prudence	30	26
128	East Wheel Albert	1	5	256	Wheal Norris	64	12
256	East Wheel Alfred	1	5	256	Wheal Trevelyan	4	5
9000	East Tamar Consols	1	24	107	Wheal Trevelyan	10	12
512	Fowey Consols	—	110	128	Wheal Catherine	54	12
244	Graham & St. Aubyn	—	80	256	West Providence	—	74
100	Great Consols	1000	500	256	Wheal Robins	13	15
1000	Godolphin	—	35	256	Wheal Robins	13	15
128	Godolphin	—	6	256	Wheal Trevelyan	12	12
256	Green Valley	6	116	256	Wheal St. Cleer	13	30
20000	Galvanised Iron Co.	10	11 1/2	128	Wheal St. Cleer	13	30
100	Grogwinion	5	20	128	Wheal Gill	174	40
4000	Gunn's Lake	1	24	128	Wheal Grogwinion	3	15
10000	Holmabush	124	1	256	Wheal Mary	1	10
1000	Holmabush	14	35	256	Wheal Concord	3	15
1000	Holmabush	—	60	128	Wheal Venland	24	104
1000	Holmabush	—	60	256	Wheal Venland	24	104
800	Hawkmoor	2	5	256	Wellington Mines	20	5
1000	Harrowbarrow Consols	14	3	128	Wheal Prospect	4	7 1/2
160	Levant	—	150	256	Wheal Victoria	2	10
128	Lanarth & Penstruthal	—	150	240	Westerlake	3	100
1000	Lewis	—	5	1024	Wheal Maria	1	500
128	Lewis	—	5	256	Wheal Fortescue	14	364
30000	Mining Co. of Ireland	7	13	256	Wheal Fortescue	14	364
2800	Marke Valley	10	5	256	Wheal Fortescue	14	364
70	North Roskar	—	610	512	Wheal Sarah	24	5
200	North Holmabush	—	15	256	Wh. Cleveland	24	5
100	North United	38	45	256	Wh. Mexico	2	10



# The Mining Journal.

No. 508.]

ENLARGED SHEET.

[May 17.

## PATENT FUEL COMPANY.

To be incorporated by Act of Parliament.  
Capital £200,000, in 10,000 shares of £20 each.—Deposit £2 per share, payable after certificate of complete registration.  
Provisionally registered, pursuant to the Act 7th and 8th Vic., cap. 110.

### DIRECTORS.

Sir George Rich, Lowndes-street, Belgrave-square, Chairman.  
George Brockelbank, Esq. Croom's-hill, Greenwich.  
George Augustus Brown, Esq. Gower-street, Bedford-square.  
Coles Child, Esq. Lambeth.  
William Dallas, Esq. 29, Austinfriars.  
Thomas Lawrence, Esq. Lee, Kent.  
George Smith, Esq. Frederick's-place, Old Jewry.  
James Traill, Esq. Blackheath.  
F. J. Van Zeller, Esq. Jeffrey's-square, St. Mary-axe.  
(With power to add to their number.)

### AUDITORS.

A. J. George Walstab, Esq. Frederick Rowton, Esq.

### BANKERS.

Messrs. Spooner, Attwoods, and Co., Gracechurch-street.  
Messrs. Cockburn and Co., 4, Whitehall-place.

SOLICITOR—Edmund John Scott, Esq., St. Mildred's-court, Poultry.

SECRETARY—William Nicholas De Mattos, Esq.

SUPERINTENDENT OF WORKS—F. C. Warlich, Esq.

TEMPORARY OFFICES, 5, JEFFREY'S-SQUARE, ST. MARY-AXE.

This company is formed for the purpose of manufacturing, upon an extensive scale, at various parts of the United Kingdom, the fuel for which Mr. Warlich has obtained Letters Patent, and for granting licenses under the same to parties who may be desirous of making the fuel in situations where they cannot interfere with the establishments of the company. These Letters Patent will be assigned to trustees to be named by the directors.

This fuel is applicable to the following purposes—viz.: 1. Steam-boats and stationary-engines; 2. Locomotives; 3. Household use.

It is almost needless to enlarge upon the importance of an invention of this description, more particularly when it is taken into consideration that, for the last century, numberless endeavours have been made to discover the means of turning to account the enormous and daily accumulating masses of small coals at the various collieries in this kingdom, by manufacturing them into fuel. It is also a well-known fact, that, to say nothing of the large quantity of small coals left in the collieries, as not paying the expense of bringing to bank, at many of them mountains of small or screenings remain, which are never turned to any account at all, and often actually set fire to and burned for the purpose of destroying them. It is well known that numerous patents have been taken out at various periods for this purpose, the whole of which, if we are to judge by their never being brought into general use, have proved to be failures, as regards the requisite qualities which a fuel of this description should possess, in order to induce consumers to use it in preference to coal. Besides the enormous expense of the manufacture by some of the patents alluded to, which alone would be sufficient to check an extensive sale, the great failure has been the inability to obtain a sufficient degree of hardness to resist heat—nothing being easier than to produce, by a mixture of pitch and small coal, an article that will look well to the eye, and yet, on exposure to the fierce heat of a furnace, melt and run through the bars, and even become soft under the action of a hot climate. These difficulties have at length been overcome by Mr. Warlich, who, by the application of an unparalleled degree of heat in the manufacture, by the medium of retorts, renders it harder than any fuel ever before produced, and fully equal to all the purposes for which it is intended, either in this or in any other climate. This is proved most satisfactorily by the experiments made, by the order of the Admiralty, at Woolwich Dockyard and in several of the Government steamers. In addition to this, the expense of manufacturing is very small, and it is confidently anticipated, from results actually obtained, that the greater part of this expense will be repaid by the sale of certain substances obtained in the retorts, during the process of the manufacture. As an additional proof of the high opinion the Government have of this fuel, it will be only necessary to state that, by order of the Admiralty, 150 tons have recently been delivered at Woolwich Dockyard for the purpose of being sent out with the expedition to the North Pole.

The advantages of the fuel intended for steam purposes are the following:—It is from 20 to 25 per cent. more powerful than the coal from which it is made, consequently, when made of Welsh steam coal, it is the most powerful fuel that has ever been produced, and nearly free from smoke. It has been proved by the experiments made, by order of the Admiralty and by other parties, that 1 lb. of this fuel evaporates 94 lbs. of water, and gets up the steam in one-fifth less time than can be done by coal or any other fuel. All the reports received upon this fuel speak highly of its qualities and properties. Amongst others, the following report has recently been received from Messrs. Napier, who have for some time past exclusively used this fuel in their fast and favourite steamers—viz.: "We have been constantly using Warlich's Patent Fuel for the last six months, in our steamers, *Eclipse* and *Faen*, and prefer it to all other descriptions of coal or fuel of any kind that we have tried, in respect to cleanliness, freedom from clinker, and quickness in raising steam; besides, we consider it equally cheap as any other description of coal, in consequence of the smaller consumption." By the application of the intense heat mentioned above, the noxious gases injurious to metals, that exist more or less in all bituminous coal, are, to a great extent, expelled. Moreover, no dust is evolved from this fuel, consequently, the saving effected in the wear and tear of machinery by its use is great. The next great point is, that it retains its primitive strength and hardness in hot climates, where even the best coals lose by decrepitation, and otherwise, from 20 to 25 per cent. during the first year, and in a period of three years become almost useless. It, therefore, follows that, ultimately, it must replace coal as the only article for exportation, not only to our own colonies in the East and West Indies, but to all climates where steam coals are required.

There is one other and most important point to be considered—viz., the saving in stowage. The general allowance for the stowage of coals, by Government and shipowners, is from forty-three to forty-eight cubic feet per ton, whereas this fuel only requires from twenty-eight to thirty cubic feet, thereby showing on an average a saving of 33 per cent.; and when it is considered how large a quantity of coal the Atlantic and West India steamers carry each voyage, and the enormous space occupied thereby, this saving alone will be a sufficient inducement for them to use this fuel in preference to coal, as they will thereby be enabled to convert this space to the stowage of merchandise. And this applies to all steamers, as their size is generally in proportion to the length of the voyage they have to make. In addition to the advantage above-mentioned in regard to stowage, by the use of this fuel, a further saving of 24 per cent. is effected, or, in other words, seventy-six tons of fuel will go as far as 100 tons of the coal from which it is made; steamers will, therefore, not only require less space for stowage, but have the additional advantage of having to carry a smaller quantity, and also avoid the dirt caused by coal.

The advantages to be derived from the use of this fuel are, therefore, as follows:—1. A saving in expense, as above stated, of 24 per cent. 2. A saving in the wear and tear of machinery. 3. A saving in space required for stowage, at the rate of 33 per cent., as above shown, and thereby leaving an increased space for merchandise. 4. A greater degree of cleanliness.

By recent official returns, it appears that out of the naval force of Great Britain, consisting of 680 ships of war, 125 of this immense fleet, are armed steam-vessels, constructed on the most approved principles. Anything, therefore, that can render us able to coal our vessels for one-third longer than at present (which in fact is what it comes to), and enables them, with no greater quantity of fuel on board, to remain so much longer at sea, confers on steam navigation a boon, of which the Government are already availing themselves. And when the daily increase of steam navigation, for commercial purposes, in all parts of the globe is considered, the directors may safely predict, in bringing this company before the public, that the ultimate demand will, and necessarily must, be far greater than they will ever have it in their power to supply. The fuel applicable to locomotives has been tried, and proved to be 15 per cent. stronger than the best coke. In foreign countries, where no prohibition exists against using on railways fuel creating smoke, the demand will undoubtedly be very extensive, as the company will be able to supply the fuel at a lower rate than coke, and as a great saving will be effected by its use. The directors are, however, happy to be able to add, that Mr. Warlich is now satisfied he has recently discovered the means of making this fuel perfectly free from smoke; in this case, the demand for our own railways will be beyond any calculation which they can make. The fuel intended for household purposes makes a pleasant and cheerful fire, ignites freely, leaves scarcely any ash, and is cleaner and more economical than coal, and will be supplied to the public at a lower rate than the best north country coal.

The objects which the directors have in view are the following—viz.: 1. To take over the works at Deptford, as also the British and foreign patents, and the patent for the machinery used in its manufacture; together with the licence recently granted to the Earl of Lonsdale for manufacturing this fuel at his collieries at Whitehaven.

2. To enlarge the existing works, and to erect similar ones at different places in Wales, Durham, Northumberland, and in such other situations on the sea coast, or in the interior of the United Kingdom, as may be deemed advisable. It must be borne in mind that this company, in proposing to carry out these objects on this extensive scale, do so with the certainty of success before them, as this fuel has been made at Deptford, since September last, and the sale has ever since been steadily increasing (it being at present about 1000 tons per month), thereby plainly demonstrating its superior qualities; and it should also be mentioned, that the gentlemen who established these works have never ad-

vertised this fuel, nor brought it prominently forward. From what has already been stated, it will be seen that a large dividend may be confidently anticipated by the shareholders, and the opinion of the gentlemen, who, at a serious cost, and after much labour, have brought this great invention to perfection, is best shown by their having proposed to take a considerable part of the purchase money in shares in the proposed company. The deposit of 2l. per share will have to be paid on allotment. Not more than 50 per cent. of the capital of the company will be called for in the first instance, by calls, after complete registration, of 2l. each, of which due notice will be given. Applications for shares to be made to the solicitor, at No. 6, St. Mildred's-court, Poultry; or to the secretary, at the temporary offices, 5, Jeffrey's-square, St. Mary-axe.

## GREAT INDIAN PENINSULAR RAILWAY.

At a MEETING of the PROVISIONAL COMMITTEE of the above line, held at the offices of Messrs. White and Bortett, 35, Lincoln's Inn-fields, it was resolved,—That, as the despatch to the Governor-General of India on the subject of railways in that country, has appeared in the newspapers, the following prospectus be at once issued for the information of the public:

### PROSPECTUS.

This company has been formed for the purpose of extending to India the great benefits of internal railway communication. It proposes to effect a commencement of a system, which shall have for its object the connection of the several Indian Presidencies with each other, and with the nearest point of intercourse with Europe at Bombay, and at the same time to develop the great and unimproved resources of the interior of the Peninsula. The vast importance of the object has been fully recognised by the East India Company and the Board of Control, who are prepared to undertake such surveys as may be necessary to enable them to take into consideration the general question of railroads in India. The promoters of this measure have represented to these authorities that this company may probably find, on due inquiry, that it will be impracticable to execute the intended roads, without a guarantee by the Government of a certain, though small dividend, or of some equivalent advantage; they have, therefore, much satisfaction in stating, that the Government proposes to depute to India a skilful engineer, to be associated with others to be appointed by the Government of India, for investigating the subject; and when the information to be so obtained shall have been received, it will be prepared to take into consideration the mode and extent of whatever pecuniary assistance it may be proper for the Government of India to afford towards the execution of projects of this description. It is understood that the survey of an experimental line will be executed as soon as possible, with the special sanction and assistance of the Government, as stated above, by whom the cost of such survey or surveys will be borne, and the requisite arrangements (if any) with the native Governments and the owners of the land will be undertaken. On the completion of these preliminary steps, it will remain for the shareholders to determine, whether or not the prospects of the undertaking, as thus ascertained, and the terms assented to by the Government, will warrant the further prosecution of the design. From documents, to which access has been most liberally given by the directors of the East India Company, very exact information has been obtained, as to the general engineering character of the intended lines; the same authentic source, and the communications of gentlemen long engaged in high political and military service in the Deccan, have supplied the facts on which the following statements are founded. It appears highly probable from these, that further inquiries will lead to a most favourable result, and issue in the final establishment of the company on satisfactory data. In that case the company will be established under a charter from the Government in India, and, if necessary, a charter from the Crown will subsequently be applied for at home. In this state of things, the provisional directors consider themselves justified in laying the proposed undertaking before the public. It has been agreed that the capital of the company shall be fixed at 6,000,000l., in shares of 500l. each, making 120,000 shares, upon which will be required that a deposit of 2l. 10s. per share shall be paid at the time of issue. The amount of these deposits will be invested in Exchequer Bills, or East India Bonds, or in such other securities as may be considered safe. And as the disbursements of the Great Indian Peninsular Railway Company will be limited to such expenses as may arise out of proceedings necessarily connected with the preliminary surveys, and to such other charges as are incidental to its general management, it may be safely assumed that the interest to accrue on the deposits will almost, if not altogether, defray all the expenses of a preliminary character. If, therefore, it should be hereafter judged to be inexpedient to carry out the present intentions of the Great Indian Peninsular Railway Company, either from the unfavourable reports of the engineer officers, or from the support to be given to the railway company by the Honourable the East India Company, under the permission of her Majesty's Government, not being considered adequate by a majority of the shareholders, the deposit of 2l. 10s. per share, and the interest which shall have accrued upon its investment, will be returned, subject to the payment of all necessary expenses.

It has not been intended to proceed until after the report of the engineers in India shall have been received, and the result of the investigation duly submitted to the shareholders, nor in any case is it intended to execute the line, except in portions; and the calls will only be made with reference to the portions so commenced. It is proposed that the line to be undertaken by this company shall commence at Bombay, ascend the Western Ghats, and pass Ahmednuggur into the valley of the Godavary; it will then traverse the plains which skirt that river, until it has crossed the Manjira, a few miles beyond which it will turn towards the south-east, following a series of connected and fertile valleys, and on emerging from this district, near Kummammet, it will take a nearly straight course to the Godavary, which it will pass a few miles above Rajamundry, and then proceed to its terminus at Coringa. Four branches will issue from suitable points on the main line; those to the north will terminate for the present at the frontiers of Candish, and at Nagpoor, the latter having a sub-branch to Oomrawutty; these will form the first portions of lines hereafter extending to the Ganges and Calcutta; those to the south will extend to Sholapur and Hyderabad, and be capable of being eventually continued to Madras. From the great field of India, as yet unappropriated by railway enterprise, this main line has been selected, on account of its great and numerous advantages. It will have a large present goods' traffic; it passes through countries whose susceptibility of improvement will occasion great increase of its traffic; it connects the two coasts; and, with the aid of steam navigation in the Bay of Bengal, will give present speedy communication between the three presidencies, in advance of its ultimate effect—their connection by railway. One terminus is the noble port of Bombay; the other is the only harbour on the Coromandel coast. The route selected, by which it traverses the eastern side of the Peninsula is certainly the best to be found, and probably the only one which will not require heavy works and stationary engines. Its branches reach to most important districts and cities, and will form the first portions of railways of great importance hereafter. It will greatly increase and cheapen the supply of cotton from India to England and China, and strengthen the political influence of England in India and the adjacent countries.

The length of the main line and branches will be about 1300 miles; the cost, including the apparatus required for the ascent of the Western Ghats, will probably not reach 6,000,000l. This estimate is founded on careful inquiry into the costs in India of such structures as will be suitable to the circumstances and traffic of the country. The amount of tonnage to be expected on each half of the line is about 250,000 tons per annum, of which the greater part is salt from the coast to the interior, and cotton in the other direction. The price of carriage in these parts of India is nowhere less than 3d. per ton per mile, and then only in the few cases of carts on level roads. The greater part of it is done by droves of small oxen, travelling six or seven miles a day, at a charge of more than 8d. per ton per mile. Since railways can be worked as cheaply in India as in England, and the English charge which bears a profit is 2d. per ton per mile, it follows that the English charge can safely be made in India, and will at once insure the traffic, and bring ample returns to the shareholders. The annual receipts calculated on the foregoing data will amount to 1,091,666l., and the cost of working the line, according to the best information which can at present be obtained, will be little more than one-half of that sum, leaving a surplus available for dividend of eight and a half per cent. These results—though stated in gross, and roughly—are founded on careful inquiry, and on analysis of information already obtained from the authentic sources which have been before referred to. No injurious competition can, in fact, interfere with them; for only few common roads exist, and those of the worst kind; and there are no navigable rivers in any part of the vast districts which the lines will traverse, except for a short distance near the eastern coast. The foregoing calculation proceeds solely on the goods' traffic between the coast and the interior. All receipts for passenger traffic, the local trade of the country, and the carriage of troops, mails, and Government stores, are excluded—they are kept as a reserve of uncertain though probably large amount, and from the known habits of the population, and the experience acquired from other instances of improved communication, will no doubt form an ample set-off against any contingent error.

JOHN STUART WORTLEY, Chairman of the Provisional Committee.  
WILLIAM JOHN HAMILTON, Deputy-Chairman.  
May 10, 1845.

GREAT MUNSTER RAILWAY.—The provisional committee have much pleasure in informing the subscribers, that the Parliamentary deposit has been paid up, and that the engineers of the company are now employed in the survey of the line, so as to enable the committee to proceed to Parliament without delay. By order of the committee,  
DUDLEY BYRNE, Sec.

## EAST INDIAN RAILWAY COMPANY.

PROVISIONALLY REGISTERED.

Capital £4,000,000, in 80,000 shares of £50 each.—Deposit 5s. per share, being the largest deposit allowed by the Act 7 and 8 Vic., c. 110, which limit the deposits on shares in a company until final registration to 10s. per cent.

### BOARD OF DIRECTORS.

CHAIRMAN—Sir GEORGE LARPERT, Bart. (Messrs. Cockerell and Co.)  
R. Gurney Barclay, Esq. (Messrs. Barclay Brothers and Co.)  
Alexander Beattie, Esq. (Messrs. Beattie and Co.)  
C. D. Bruce, Esq. (Messrs. Fletcher, Alexander, and Co.)  
Sir John Campbell, K.C.H., deputy-chairman of the Peninsular and Oriental Steam Navigation Company

Major-General Caulfield, C.B., late of the Hon. East India Company's Service  
Bazett D. Colvin, Esq. (Messrs. Crawford, Colvin, and Co.)  
T. S. Kelsall, Esq. (Messrs. Kelsalls and Co.)  
John Pascal Larkins, Esq. formerly of the Bengal Civil Service, and President of the Marine Board

Capt. Alexander Nairne, formerly of the Hon. East India Company's Service  
Edward Howley Palmer, Esq. (Messrs. Palmer, Mackillop, Dent, and Co.)  
William Scott, Esq. late of Madras (Messrs. Scott, Bell, and Co.)  
John Stewart, Esq. late of Bombay

MANAGING DIRECTOR—R. Macdonald Stephenson, Esq.

### AUDITORS.

R. F. Gower, Esq. (Messrs. Gower, Nephews, and Co.); Captain Farquharson, R.N.

BANKERS—Messrs. Glyn, Hallifax, Mills, and Co.

SOLICITORS—Messrs. Freshfield.

CONSULTING ENGINEER—J. M. Rendel, Esq. F.R.S.

TEMPORARY OFFICES, 8 A, AUSTINFRIARS.

The introduction into British India of railway communication has been justly regarded as one of the most important measures both to the Government and to the public, which has ever been brought forward.

The subject has occupied the attention of mercantile men for some years, and much consideration has been bestowed upon the statistical data which their commercial operations enabled them to ascertain correctly, as well as by enquiry into the official returns received by the local Government upon the subject. The result of these enquiries has demonstrated most satisfactorily—1st. That a railway communication between the several principal cities in India will be attended with the greatest advantages to the Government and to the public, both European and Native;—and, 2d. That from the increased facilities of transport the demand for British goods would increase proportionately; and the development of Indian resources be promoted.

Impressed with these considerations, the gentlemen who form this association have had various communications with the court of directors of the Hon. East India Company, the substance of which will be found in the subjoined correspondence, between Sir George Larpert and Mr. Stephenson on the part of this company, and Mr. Melville, the secretary to the East India Company.

Upon the result of these communications, it is satisfactory to find that the East India Company and Her Majesty's Government are duly impressed with the importance of the subject, and that they have decided on sending out an eminent engineer to undertake the preparatory investigations and surveys, and that they will also be prepared to give the necessary encouragement and support to a company to be formed for the purpose of undertaking the construction of railways in India, provided the result of the surveys shall confirm the favourable impressions at present entertained by the Government of their practicability and advantage.

The object that the promoters of this undertaking have now in view, is to form a company to be in a position to avail itself of an arrangement to be made with the East India Company, for the execution of the line to be selected by them, provided that it shall be made apparent that it can be done with prospect of advantage to the undertaking.

Assuming the line from Calcutta to Mirzapore, to be that most likely to be selected, as being the most wanted, the estimates of cost already made for that line, have been taken as a guide for the present purpose; and it is proposed to raise a capital of four millions, which it is estimated will be sufficient for the construction of such a line, but in the ultimate choice of the line to be first executed, the directors will be guided by the results of the survey about to be made by the Bengal Government.

The official correspondence which has taken place upon the subject with the Bengal Government, as well as the opinions of several of the principal commercial houses of Calcutta, and of the officers in the service of the East India Company, with the whole of the official returns, and other detailed information respecting the extent of trade, and the number of passengers upon this line, will be found in full and carefully arranged detail in the report of Mr. R. Macdonald Stephenson, lately published.

The operations of the company will be under the direct superintendence of the Government of Bengal; and the working thereof to be subject to the inspection and sanction of their officers, so as to bring the arrangements into a position as nearly analogous to that of the British railways, under the Board of Trade, as the different circumstances of the two countries may render practicable.

The management of the affairs of the company will be vested in a board of directors in London, who will appoint one or more local committees selected from among the most respectable and influential parties, in India, to whom they will delegate such powers as may be necessary for the purpose of effectually performing the duties imposed upon them.

The board in London will consist of a chairman, vice-chairman, and directors, who shall have the entire management of the company's affairs, with power to appoint one or more of their body as managing directors. Half-yearly meetings of the shareholders will be convened for the purpose of declaring a dividend, and to report the proceedings of the directors, and the state and progress of the company's operations.

The qualification of a director to be twenty shares, of an auditor ten shares. The dividends to be paid in London or Calcutta at the exchange rate of 2s. per rupee. The instalments will be called for in the following proportion:—on allotment of shares, 5s. per share. The remainder at intervals of not less than three months, or above £5 per share at one instalment.

In the arrangements contemplated to be made with the East India Company, the exertions of the board will be directed to the object of obtaining interest to the shareholders, in the interval between the commencement and opening of the first line of railway undertaken.

The deposit to be made on subscription will be 5s. per share, which is the extreme amount allowed to be taken as a deposit on a share of £50 by a company previous to complete registration.

A subscription contract will be prepared, to be executed by the shareholders. It is intended also to apply for a Charter of Incorporation or Act of Parliament. In the event of the negotiations with the Bengal Government not being in all respects satisfactory to the board, the principal sum subscribed will be returned to the shareholders, less the amount expended in preliminary expenses, including those already incurred by Mr. Stephenson.

Applications for shares to be made in the annexed form to Mr. Stephenson, the managing director; to Messrs. Lawrence, Cazenove, and Co.; and to Messrs. Carden and Whitehead, stock and shareholders, and no application will be attended to unless accompanied by a reference.

### FORM OF APPLICATION FOR SHARES.

To the directors of the East Indian Railway Company.

Gentlemen,—I wish to become a subscriber for shares in this undertaking, of £50 per share, the deposit upon which, or on any less number of shares, that may be allotted to me, I agree to pay, and I also undertake to sign the necessary deeds, when required so to do.

I am, gentlemen, your obedient servant,  
Name .....  
Address .....  
Date .....  
Reference .....

## EUROPEAN LIFE INSURANCE AND ANNUITY COMPANY.

Instituted Jan., 1819.—Empowered by Special Act of Parliament, 7 and 8 Vic., cap. 48.

OFFICE—No. 10, CHATHAM-PLACE, BLACKFRIARS.

### BOARD OF DIRECTORS.

JOHN ELLIOT DRINKWATER BETHUNE, Esq., 80, Chester-square, Chairman.  
Thomas Henry Call, Esq., 1, Mount-street, Grosvenor-square.  
John Rivett Carnac, Esq., 46, Devonshire-street, Portland-place.  
John Greathead Harris, Esq., 2, Old Palace-yard.  
Henry H. Harrison, Esq., 1, Percy-street, Bedford-square.  
Thomas Hunt, Esq., 11, Manchester-square.  
William Paxton Jarvis, Esq., 59, Cadogan-place, Sloane-street.  
Alexander H. Macdonald, Esq., 44, Parliament-street.  
William Sargent, Esq., Treasury Chambers, Whitehall.  
Frederick Silver, Esq., 10, James-street, Buckingham-gate.  
John Stewart, Esq., 22, Portman-square.  
George James Sullivan, Esq., 1, Arlington-street, and Ditcham-grove, Petersfield, Hants.  
John Thoyts, Esq., 8, Foley-place.

This Old Established Society has recently received ADDITIONAL POWERS, by Special Act of Parliament, and affords FACILITIES in effecting INSURANCES to suit the views of every class of insurers.

PREMIUMS are received yearly, half-yearly, or quarterly, or upon increasing or decreasing scale.  
Two-thirds of the profits are added semi-annually to the policies of those insured for life; one-third is added to the guarantee fund for payment of the policies of all insurers.—Those who are insured to the amount of £200 and upwards for the whole term of life, are admitted to vote at the half-yearly general meetings of the proprietors.

Annual Premium for insuring £100 on a single life:—

Age next birth-day. 20. 30. 40. 50. 60. 70.  
Premium .....£1 1s. ....£2 8s. ....£3 2s. ....£4 5s. ....£5 8s.  
DAVID FOGGO, Secretary.



**LEICESTER AND BEDFORD RAILWAY.**

PROVISIONALLY REGISTERED.  
Capital £1,000,000, in 50,000 shares, of £20 each.—Deposit £1 ss. per share.  
PROVISIONAL COMMITTEE.  
The Hon. Richard Watson, Rockingham Castle, Northamptonshire  
4th Col. 1894

Sir George S. Robinson, Bart. Cranford, Northamptonshire  
Major-General Sir Love P. J. Parry, K.C.B., Madryn-park, Carmarvonshire  
Sir William Wynne, Suffolk Place, London  
T. P. Maunsell, Esq. Thorpe Malor, M.P. for North Northamptonshire  
William Bukeley Hughes, Esq. M.P.  
Joseph Robert William Atkinson, Esq. Elmwood House, Leeds  
John Booth, Esq. Glendon Hall, Northamptonshire  
John Blease, Esq. Northampton

John Brightman, Esq. Regency-square, Brighton  
Richard Carpenter, Esq. 24, Lonsdale-square, Islington  
Peter Colston, jun. Esq. Husbands Bosworth, near Market Harborough  
Captain Mark Gambler, Upper Seymour-street, Portman-square  
John Cooper Gotch, Esq., banker, Kettering  
Swyndin Jervis, Esq. Whitehall-place, chairman of the Diss, Beccles, and  
Kymouth, Reigate

W. T. Maunsell, Esq. of the Middle Temple, and Thorpe, near Kettering  
John Wheelton, Esq. Meopham Bank, Tonbridge, Kent  
John Woolston, Esq. Wellinborough  
(With power to add to their number.)  
SOLICITORS.

LOCAL AGENTS.  
Messrs. R. and G. Toller, Leicester; Messrs. Lamb and Nettleship, Kettering;  
and Ezra Eagles, Esq. Bedford.

the London and County Banking Company, Lombard-street; the Northampton-shire Banking Company, Wellingborough and Northampton; Messrs. Gutch and Sons, Kettering.

This line, which will commence at Leicester and proceed from thence by or near Market Harborough, Rothwell Kettering, Wellingborough to Bedford, is intended

supply the wants of a very rich and thickly populated district of country, lying between Leicester and Bedford, and to afford a much shorter and more direct communication between the first-mentioned place and London. The existing and projected lines of railway form the most direct route from Manchester, Leeds, Derby, Sheffield, Nottingham, and the north of England to London, by way of Leicester, and the present line will be the nearest one from that place to

The line will pass through the richest grazing land in the kingdom, and will derive a considerable traffic in the conveyance of cattle from thence to the London markets. The coal fields of Leicestershire and Derbyshire will supply, by means of a railway, the wants of the counties of Bedford, Huntingdon, Hertford, Essex, and Cambridge, in this most necessary article of consumption, which will be reduced in price at least 40 per cent.

As soon as the surveys are completed, a detailed prospectus, with the names of gentlemen forming the highly influential local committees, will be published; the meantime, the promoters are justified in stating that the railway will be made at an average expense, and that the traffic will insure an ample return upon the capital required.

power will be applied for to allow interest at 4 per cent. upon the amount paid until the opening of the line.

The directors reserve liberty to themselves to alter the proposed route, or to extend the railway, as they may think expedient.

Applications for shares in the form annexed may be made to the provisional committee; at the several solicitors; or to Messrs. Peppercorne and Co., share-

**FORM OF APPLICATION.**

To the provisional committee of the Leicester and Bedford Railway.

Gentlemen,—I request you to allot to me \_\_\_\_\_ shares of £20 each in the proposed Leicester and Bedford Railway, and I hereby undertake to accept the same, or such part thereof as may be required.

\_\_\_\_\_ day of May, 1845.

Name \_\_\_\_\_  
Residence and place of business \_\_\_\_\_  
Profession or Trade \_\_\_\_\_  
Name and address of referee \_\_\_\_\_

**GLoucester and Bedford Railway.**—In consequence of the numerous applications, the public are informed that a detailed prospectus, accompanied by a compendious map, exhibiting the relative uses in connection with other completed and projected lines, will be ready for every in the course of next week. Notice of the day of their publication will only given, when they will be forwarded to the various local agents throughout

kingdom. In addition to the list of the provisional committee already published, which embraces the principal resident landed proprietors on the line, the names of many influential gentlemen will be added.—May 16, 1845.

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## EASTERN COUNTIES JUNCTION AND SOUTHEAST

RAILWAY,  
 THE DIRECT COMMUNICATION BETWEEN ENGLAND AND BELGIUM,  
 AND HOLLAND, FROM THE ESSEX COAST,  
 WITH A BRANCH VIA TILBURY TO GRAVESEND.  
 Registered Provisionally, pursuant to the Act of Parliament.  
 Capital £550,000, in 22,000 shares, of £25 each.—Deposit £1 7s. 6d. per share.  
 PROVISIONAL COMMITTEE.

Matthew Forster, Esq. M.P.  
William Collins, Esq. M.P.  
John Fairfax Chinnery, Esq., Norwood  
Wm. Alex. Thomas, Esq., Manuden, Essex  
William Mitcalfe, Esq., Fitzroy-square  
Percival William Forster, Esq., New City Chambers

Henry Wood, Esq., Brixton  
Wm. Wright, Esq., Great Portland-street, Portland-place  
John Holmes, Esq., New Kent-road  
Charles James Heath, Esq., Corn Exchange  
Frederick George Cox, Esq., Stockwell  
(With power to add to their number.)

ENGINEERS.  
 Messrs. Gibbs, Esq., and Arthur Dean, Esq., 1, Little George-street, Westminster:  
 Bankers—London Joint Stock Bank.  
 Solicitors—Messrs. Pering, Minet, and Smith, Laurence Pountney-place.  
 Secretary—Mr. R. H. Causton.  
 The following are the leading features of this railway, independently of its many local ad-  
 vantages:—It is in direct communication with Huddersfield, the Rhine, and also with

line will commence at a junction with the Eastern Counties Railway, near  
ford, and pass through, or contiguous to, the populous and agricultural dis-  
trict of Horncchurch, Urmster, Cranham, and North and South Ockendon. Lane-

also intended to carry a branch line through, or near, Orsett, Baker's-street, Well, Thurrock, Little Thurrock, via Tilbury, to Gravesend.

cannot fail to establish it as a packet station not less important to Belgium than it must be to England. To the shipping interest of London this peculiarly recommends itself for the facility it affords of a speedy communication with all vessels entering the mouth of the Thames.

Means of this railway the journey between the metropolis and Southend can be made in one hour, and thereby the delivery of foreign mails in London, and the

This advantage cannot fail to be apparent to shipowners and merchants on the arrival of ships at, and their departure from, the Nore.

Independently of the great numbers which may be calculated upon from

ropolis and neighbourhood to take advantage of the accommodation afforded by the railway in visiting the well-known watering-places of Ramsgate and Margate, and also of the Government station at Sheerness, the journey to which will occupy three hours less time than by any other conveyance, a direct line of communication will be likewise opened between those places and all the eastern counties; and Gravesend will be brought within one hour's

of the centre of London. By the Gravesend and Rochester, and proposed Wester and Maidstone lines, this line will also afford an easy communication in the coast of Kent and the metropolis.

comparative statement of the distances of the following places from London, and the time required for transit, under the present mode of travelling by steamer, and that by the proposed railway :—

	Present mode, per steamer.	Miles.	Hours.
From London to Southend .....	43 .....	4 1/2	
Wharfedale .....	80 .....	8	

33	Sucre's Bay .....	66	66
34	Horne Bay .....	63	64
35	Margate .....	75	74
36	Ramsgate .....	85	84
By the proposed Railway.			
from London to	Southend .....	35	1
"	Sheerness .....	40	24

Herne Bay	55	3
Margate	65	4
Ramsgate	73	5
Gravesend via Tilbury	25	1

statement steam-vessels are calculated to travel at the rate of ten miles per hour. The following is a summary of the sources from which the traffic will

ed, apart from local advantages:—  
 on the passengers proceeding to or from the port of London to the continent  
 quarters of the globe.  
 on the passengers proceeding per steamer, and by other vessels coastwise,  
 on the port of London to all the eastern and northern ports of the kingdom.  
 on the passengers now proceeding per steam vessels to and from the port

to Herne Bay, Margate, and Ramsgate.  
the carriage of the mails, merchandise, and luggage,  
the carriage of fish to the London market.

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some faint smudges and discoloration, characteristic of old paper. The left edge of the page shows the binding of the book.

$\frac{1}{\sqrt{2}} \begin{pmatrix} 1 & i \\ 0 & 1 \end{pmatrix}$



Besides these sources of traffic, a direct communication will be opened between the north-eastern counties and Harve Bay, Margate, Ramsgate, and the ports of Ostend, Rotterdam, and the Rhine.

The local advantages, from which a large source of revenue must also arise, are as follows:—

1. The opening to the agriculturists of the county through which this railway is proposed to traverse of a cheap and direct communication to the important markets of the county.
2. The traffic arising from the carriage of coal from the coast to be distributed on the course of the line, and at Ramsgate.
3. The carriage of the celebrated line of Purbeck for agricultural purposes along the course of the line, and for building purposes to Ramsgate, and thence over the eastern counties.

Besides the traffic of passengers and merchandise which will arise from the wants of the local population, it is confidently expected that cheap and expeditious travelling to and from Southend will establish it as a place of recreation and resort to a portion of the population of the metropolis, and which will form a large source of revenue. The estimated traffic from the above sources shows a clear profit of at least 10 per cent. upon the capital of the company.

Application for shares to be made to Messrs. Fering, Minet, and Smith, solicitors, and to the secretary, at the temporary offices, 8, Laurence Pountney-place, London.

## FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Eastern Counties Junction and Southend Railway.

Gentlemen,—I request that you will allot me shares in the proposed Eastern Counties Junction and Southend Railway, and in consideration that you will allot me that or any smaller number of shares, I undertake to pay the deposit on the shares so allotted, and sign the Parliamentary contract and subscribers' agreement when ready.

Dated this day of 1845.

Name  
Residence  
Trade or profession  
Reference

## STRASBOURG AND PARIS RAILWAY COMPANY.

Capital 60,000,000 fr., or £2,400,000, in 120,000 shares, of 500 fr., or £20 each, with power to increase the same.—Deposit £2 per share.

DIRECTORS.  
George Alexander Hamilton, Esq. M.P.  
The Hon. R. Howe Browne  
Sir George Rich  
Colonel James Grant  
Captain Thomas Dickinson, R.N.  
George P. Irvine, Esq.  
George Brown, Esq.  
Augustus W. Hillary, Esq.

(With power to add to their number.)

BANKERS—London and Westminster Bank.

Solicitor—George Ogilby, Esq., 4, Great Winchester-street.

The allotment of shares in this company having been completed, the directors regret that they are unable to comply with many of the applications, and request those parties to whom no allotment has been made will be so good as to receive this notice as a reply to their individual letters.

4, Great Winchester-street, May 12, 1845.

**SAMBRE AND MEUSE RAILWAY.**—The directors beg to inform the proprietors that a TRANSLATION of the DEFINITIVE CONVENTION with the BELGIAN GOVERNMENT, the REPORT of Mr. Stephenson, and a General Statement of the Position and Prospects of the Undertaking, to Traffic and otherwise, are NOW READY, and may be had on application to the office of the company, 61, Moorgate-street.

## LONDON, OXFORD, CHELTENHAM, GLOUCESTER, TEWKESBURY, AND HEREFORD RAILWAY.—(DIRECT LINE.)

Provisionally Registered under 7 & 8 Vic. cap. 110.  
Capital, £2,500,000. Shares, £25 each. Deposit, £1 7s. 6d. per share. No shareholder to be liable beyond the amount of his subscription.

PROVISIONAL COMMITTEE.

(With power to add to their number.)

The Right Honourable the Earl of Orkney, Taplow Court, Bucks.  
The Right Hon. Lord Dunsley, North Lodge, Cheltenham, and Kilboy, Ireland.  
The Right Honourable Lord Sudeley, Toddington, Gloucestershire.  
The Right Honourable William Edward Fitzmaurice, M.P. for Buckinghamshire.  
The Right Honourable S. T. Caragie, R.N. M.P.  
The Right Honourable G. F. Hotham, R.N. Chairman of the Brighton and Cheltenham Railway.

Sir Henry Lambert, Bart. Aston Rowant, Oxon.  
Sir Edwin Pearson, F.R.S. Gloucester-terrace, Regent's-park, London.  
Robert John Bagshaw, Esq. Sunningbank, Abergavenny.  
Thomas Beasley, Esq. L.L.D. Uxbridge.  
Robert Biddulph, Esq. Leobury, Herefordshire.  
Thomas Edward Bigge, Esq. Brynston-square, London; Director of the Warwick and Cheltenham Junction Railway.

John Brightman, Esq. Regency-square, Brighton; Director of the Newport, Abergavenny, and Hereford Railways.  
John Churchill, Esq. Bayswater, London; Director of the Trent Valley Continuation Railway.

Thomas Clarke, Esq. Swakeley, near Uxbridge, Middlesex.  
Thomas George Dupre, Esq. M.P. for Buckinghamshire.  
Thomas Edmunds, Esq. High Wycombe, Bucks.  
Robert Fisher, Esq. Highbury-park, London; Director of the Trent Valley Continuation Railway.

George Freeman, Esq. Cheltenham; Director of the Birmingham and Gloucester Railway.  
Henry Plumtree Glips, Esq. Montagu-place, Bryanston-square, London; Director of the Warwick and Cheltenham Junction Railway.

James Grace, Esq. Wardrobe, Princes Risborough, Bucks.  
The Reverend George Gled, the Vicarage, Chalfont St. Peter's, Bucks.  
Francis Hamp, Esq. Bacton Villa, Herefordshire, and Castlett, Gloucestershire.  
Nathaniel Hartland, Esq. The Oaklands, near Cheltenham.

Richard Heavside, Esq. Brighton; Director of the Cork and Waterford Railway.  
Fraser Bradshaw Henshaw, Esq. Lower Seymour-street, Portman-square, London.  
John Nembhart Hilbert, Esq. Chalfont-house, Chalfont St. Peter's, Bucks.

Mr. James Hobbs, Esq. Great Marlow, Bucks.  
Edward Holland, Esq. Dumbarton House, near Evesham.  
Henry Hall, Esq. Uxbridge, Middlesex.

William Hall, Esq. Uxbridge, Middlesex.  
Mr. Thomas Henry Johnson, Uxbridge, Middlesex.  
Richard Hartley Kennedy, Esq. Elm-cote-house, Leamington; Chairman of the Warwick and Cheltenham Junction Railway.

John Lucena Kettle, Esq. Lincoln's Inn, London; Fellow of Lincoln College, Oxford.  
Richard Luce, Esq. Uxbridge, Middlesex.  
Donald Maclean, Esq. Abchurch-lane, London.

Frederick Manley, Esq. New Broad-street, London.  
John Martin, Esq. M.P. for Tewkesbury.  
Thomas Mills, Esq. Tolmers, Herts; Deputy-Chairman of the Northern and Eastern Railway.

John Nash, Esq. High Wycombe, Bucks.  
John Howell Nash, Esq. High Wycombe, Bucks.  
John Packer, Esq. Mayor of Tewkesbury.

George Priestley, Esq. The Grove, Chalfont St. Peter's, Bucks.  
William Pegg, Esq. Woodburn, Bucks.  
Joseph Pyke, Esq. Deane Hall, and Notgrove, Gloucestershire.

Archibald Spens, Esq. Manor-house, Inverke, N.B.; Director of the Warwick and Cheltenham Junction Railway.  
James Freeman Gage Spicer, Esq. Woodburn, Bucks.

Thomas Shackle, Esq. Uxbridge, Middlesex.  
Henry E. Strickland, Esq. The Lodge, near Tewkesbury.  
Walter Strickland, Esq. Cokethorpe-park, near Witney, Oxon.

George Ledwell Taylor, Esq. Hyde-park-square, London.  
Major General H. G. A. Taylor, Clarendon-square, Hyde-park-gardens, London.  
John Turner, Esq. High Wycombe, Bucks.

Charles Venables, Esq. High Wycombe, Bucks.  
Charles Venables, Esq. High Wycombe, Bucks.  
George Venables, Esq. Woodburn, Bucks.

Philip Wroughton, Esq. Iststone-house, Stokenchurch, Oxon.  
Henry Wheeler, Esq. High Wycombe, Bucks.  
The Reverend Henry Tuffnell Young, Stokenchurch, Oxon.

DIRECTORS.  
Thos. E. Bigge, Esq.  
John N. Hibbert, Esq.  
Hon. Captain Hotham, R.N.  
E. Hartley Kennedy, Esq.  
John L. Kettle, Esq.  
Frederick Manley, Esq.  
Sir Edwin Pearson  
George L. Taylor, Esq.

BANKERS.  
Messrs. Martin, Stones, and Martin, Messrs. Cook and Biddulph.  
ENGINEER—Robert Stephenson, Esq.

SOLICITORS—Messrs. Bridges and Mason, Red-lion-square, London.

LOCAL AGENTS.  
Messrs. Riches and Woodbridge, solicitors, Uxbridge.  
Messrs. Chasley and Parton, solicitors, Beaconsfield.  
Messrs. Hester and Hazel, solicitors, Oxford.

Messrs. Newman, Gwinnett, and Ticehurst, solicitors, Cheltenham.  
Messrs. Venables, Jun. Esq., solicitors, Gloucester.  
Messrs. Richards and Thomas, solicitors, Tewkesbury.

J. S. Collins, Esq. solicitor, Ross.

SECRETARY—Charles T. Beke, Esq.

Further particulars will be given at the office of the company, No. 13, Old Jewry Chambers, Old Jewry, London, where applications for shares may be made. Applications should be accompanied by a reference to some member of the provisional committee, to one of the local agents, or to some London banker.

## THE PROJECTED RAILWAYS.—ANALYSIS of the

PATENT METALLIC SAND, OR ENGLISH POZZOLANA, used in the foundations of the New Houses of Parliament, the great tunnels on the Birmingham Railway, seawall on the Great Western Railway, in Devonshire, and other important works, referred to more particularly in the prospectus:—

Silica ..... 49  
Oxide of iron ..... 28  
Alumina ..... 6  
Lime ..... 6

Magnesia ..... 3  
Zinc ..... 3  
Arsenic and carbonate of copper 2

Used as an external Stucco, the Metallic Sand Cement is cheaper than Roman Cement—unaffected by frost or wet—in appearance resembles the best Portland Cement—requires neither colour nor paint—and is entirely free from vegetative cracks and blisters, to which Roman Cement is liable.

Price in casks, free on board ..... 6d. per bushel;  
Or supplied in London at ..... 1s. per bushel.

Further particulars, on application to Mr. C. E. Dyer, 4, New Broad-street, London; or at the Metallic Sand Wharf, opposite Prati-street, King's-road, Camden New Town.

## NOTTINGHAM, EREWASH VALLEY, AMBER GATE, AND MANCHESTER RAILWAY.

Provisionally Registered, pursuant to 7th and 8th Vic. cap. 110.  
Capital £600,000, in 24,000 shares of £25 each.—Deposit, £1 7s. 6d. per share.

## PROVISIONAL COMMITTEE.

John Pemberton Esq. M.P. Red-vill, Kent.  
Col. Rolleston, M.P., Watnall, Nottinghamshire.  
John Sherwin Esq. Esq. Bramcote, Nottinghamshire.  
Robert Holden, Esq. Esq. Locko Park, Derbyshire.  
William Drury Holden, Esq. Esq. Locko Park, Derbyshire.  
Francis Hunt, Esq. Esq. Alderwasley, Derbyshire.  
Richard Green Goodwin, Esq. Esq. Wigwell Grange, Derbyshire.  
Peter Arkwright, Esq. Esq. Wilsley Castle, Derbyshire.

DIRECTORS of the Erewash Canal Company.  
William Paget, Esq. Esq. Sutton Bonington, Nottinghamshire.  
Lawrence Hall, Esq. Esq. Bramcote, Nottinghamshire.

DIRECTORS of the Cromford Canal Company.  
Rev. John Smith, Esq. Esq. Alders Park, Derbyshire.  
Charles Clarke, Esq. Esq. Matlock, Derbyshire.  
Edward Radford, Esq. Esq. Tansley Wood, Matlock.  
Peter Walthall, Esq. Esq. Darley Dale, Derbyshire.  
William Cartledge, Esq. Esq. Nottingham.

DIRECTORS of the Nottingham Canal Company.  
William Fletcher Norton Norton, Esq. Esq. Elton, Notts.  
John Gill, Esq. Esq. Nottingham.  
Charles Chouler, Esq. Esq. Wollaton, Nottinghamshire.  
William Watson, Esq. Esq. Daybrook, Nottinghamshire.  
Samuel Beardsley Slater, Esq. Esq. Nottingham.

DIRECTORS of the Cromford and Nottingham Canal Company.  
James Nixon, Esq. Esq. Beeston, Nottinghamshire.  
Thomas Bishop, Esq. Esq. Standard Hill, Nottingham.  
John Simpson, Esq. Esq. Arnot Hill, Nottinghamshire.

Charles Alcock, Esq. Esq. Bulwell, Nottinghamshire.  
Francis Simes Alcock, Esq. Esq. Nottingham.  
Francis Braithwaite, Esq. Esq. Nottingham.  
Joseph Braithwaite, Esq. Esq. Standard Hill, Nottingham.  
John Bradley, Esq. Esq. Nottingham Park.  
William Cartledge, Esq. Esq. Wollaton, Nottinghamshire.  
Timothy Chouler, Esq. Esq. Nottingham.  
Booth Edkison, Esq. Esq. Nottingham.  
George Freeth, Esq. Esq. Spring-gardens, London.  
John Fox, Esq. Esq. Woodthorpe, Nottinghamshire.  
Chas. Edmund Goodall, Esq. Esq. Normanton, Nottinghamshire.  
John Heard, Esq. Esq. Nottingham.  
Lewis Heymann, Esq. Esq. Nottingham.  
Thomas Hopkins, Esq. Esq. Nottingham.  
Samuel Hollins, Esq. Esq. Nottingham.  
Thomas Keely, Esq. Esq. Nottingham.  
Charles Vickers Hunter, Esq. Esq. Kilburne, Derbyshire.  
Francis Hunt, Esq. Esq. Alderwasley, Derbyshire.  
Thomas Jackson, Esq. Esq. Nottingham.  
James Lomax, Esq. Esq. Nottingham Park.  
Captain Phillips, Esq. Esq. Daybrook, Nottinghamshire.  
John Swann, Esq. Esq. Nottingham.  
Kirke Swann, Esq. Esq. Nottingham.  
Francis Welford, Esq. Esq. Nottingham Park.

COMMITTEE OF MANAGEMENT.  
Charles Clarke, Esq. Esq. Matlock—Chairman.  
Thomas Bishop, Esq. Esq. Standard Hill, Nottingham.  
William Paget, Esq. Esq. Sutton Bonington, Derbyshire.  
John Simpson, Esq. Esq. Arnot Hill, Nottinghamshire.  
John Heard, Esq. Esq. Nottingham Park.

ENGINEER—John U. Rastrick, Esq.

RESIDENT ACTING ENGINEERS—Mr. Henry Howell and Mr. Samuel Paterson.

BANKERS.  
Messrs. Samuel Smith and Co., Nottingham; Messrs. Arkwright, Worsworth; Messrs. Smith, Payne, and Smith, London; Messrs. Samuel Smith and Co., Derby; Messrs. Jones, Lloyd, and Co., Manchester.

SOLICITORS.  
Messrs. Percy, Smith, and Percy, Nottingham; Messrs. Cradock and Woolley, Loughborough; Mr. Philip Hubbert, Warkworth.

John Gough, Secretary, Witkem.

This railway is projected to continue the line of communication from the terminus of the proposed Manchester, Buxton, Matlock, and Midlands Junction Railway at Amber Gate to Nottingham, which, by a junction at Nottingham with one of the proposed eastern lines, will complete the nearest and most direct route from Nottingham and the eastern counties to Manchester, Liverpool, and Holyhead, and by a junction with the Midlands Railway, in the Parish of Sawley, by the Erewash Valley, the nearest route from Lancashire and Yorkshire to the south.

The town and environs of Nottingham contain a population of upwards of 100,000 persons, extensively employed in the cotton, silk, and lace manufacture, and this line, by its connection with the proposed Manchester, Buxton, Matlock, and Midlands Junction Railway, will reduce the distance upwards of seventy miles from that important district to Manchester and Liverpool, as compared with existing routes; and the same advantage will also be derived by the towns of Leicester and Loughborough.

Independently of the great traffic which, as part of the main trunk line from the agricultural districts of Nottinghamshire, Lincolnshire, Norfolk, and Suffolk, to the manufacturing districts of Lancashire and Cheshire, it will pass through a very populous, manufacturing, and rich mineral district, the local traffic from which will alone return a fair remuneration for the capital invested.

It will also pass through the extensive Nottinghamshire and Derbyshire coal-field; and by its junction with the Midlands Railway, at Amber Gate, and its contiguity to the limestone and gritstone quarries of Derbyshire afford an unlimited quantity of coal, lime, and building stone to a large district at present only partially and expensively supplied with those important products.

In addition to the income to be thus derived from the local, mineral, and passenger traffic, a large revenue will accrue from the line, considerably cheapening the transit of cattle, corn, and other produce of the eastern agricultural counties, and also of cotton, silk, and other raw materials, now brought by a circuitous, dilatory, and expensive route, from Liverpool and Manchester, to be used in the staple trades of Nottinghamshire, Derbyshire, and Leicestershire, and the transmission of valuable manufactured goods to Liverpool for exportation.

The railway will provide an easy and cheap access from Nottingham and the eastern part of England to Matlock, Buxton, Bakewell, Chatsworth, and Hadfield, and the romantic scenery of the Peak, and by opening objects so rich in their attraction, will, beyond doubt, command a large proportion of that pleasure travelling public by which existing lines have so much benefited.

The proprietors of the canals in the district through which the line will traverse, it is confidently believed, will amalgamate their interests upon such equitable terms as will prove advantageous to the shareholders in this company.

A preliminary survey of the country has been made, and it has been ascertained that the gradients are remarkably good, and the cost of construction not expensive.

Prospectuses, with forms of application, may be obtained from Mr. Spencer, Nottingham; Mr. Peet, Nottingham; Messrs. Earp and Son, Derby; Mr. Eyre, Derby; Messrs. Leeds and Son, Manchester; Mr. Duncun, Manchester; Messrs. Joshua King and Son, Liverpool; Messrs. Trigg and Hodgson, Hull; and Mr. J. S. Yeats, Mr. T. Alsop, and Messrs. Garding and Whitehead, Threadneedle-street, London.

Application for shares may be made in the annexed form, to any of the solicitors:—

FORM OF APPLICATION FOR SHARES.

To the Provisional Directors of the Nottingham, Erewash Valley, Amber Gate, and Manchester Railway.

Gentlemen,—I request you to allot me shares in this undertaking; and I agree to accept the same or any portion thereof, subject to the provisions of the subscribers' agreement; and I further agree to execute the same, and any other agreement or deeds, and to pay the deposit when required.

Name .....  
Residence .....  
Description .....  
Date .....  
Reference .....

NOTTINGHAM, EREWASH VALLEY, AMBER GATE, AND MANCHESTER RAILWAY.

Registered provisionally, pursuant to 7 & 8 Vic. cap. 110.

Notice is hereby given, that NO FURTHER APPLICATIONS for SHARES in this undertaking will be received after the 26th inst. By order of the board, Nottingham, May 12, 1845. JOHN GOUGH, Sec. pro tem.

## NOTTINGHAM, VALLEY OF BELVOIR, &amp; GRANTHAM RAILWAY.

A company is in course of formation by the local and canal interest for the purpose of carrying forward the proposed Manchester and Nottingham, Erewash Valley, and Amber Gate Railway to Grantham via Bingham. This railway will traverse a large and populous agricultural district, connecting it with the great coal and mineral field of Derbyshire and Nottinghamshire, and will offer the shortest practicable route from the eastern counties to Manchester, Liverpool, and Holyhead. Proposals will be made for uniting this line with that already projected, called the Nottingham, Erewash Valley, Amber Gate, and Manchester Railway, and of the canal interests along the route of the projected railway. There is every reason to believe that the traffic will be abundant and remunerative, whilst its construction will be below the average cost. A preliminary survey of the line has been made, and a prospectus will shortly be issued.

Communications on the subject may be addressed to Messrs. Otter and Sons, solicitors, Grantham, and Messrs. Percy, Smith, and Percy, solicitors, Nottingham.

NOTTINGHAM, May 2, 1845.

## CENTRAL RAILWAY OF FRANCE (Orleans to Vierzon).

[Sec.]—FIRST GENERAL MEETING.—The board of directors beg to notify that, according to the 53d article of the Statutes, approved by Royal Ordinance, dated the 13th April, 1845, the FIRST GENERAL MEETING of the shareholders will be HELD on Monday, the 19th instant, at Nine o'clock a.m., at Mr. Herz's Rooms, Rue de la Victoire, No. 38, Paris. Every holder of twenty shares or more will have a right to be present upon depositing, three days previously to the meeting, their scrip receipts at the company's office, No. 4, Rue Grange Bateliere, when they will obtain in exchange a nominative card of admission.—N.B. Twenty shares entitle to one vote.

## CENTRAL RAILWAY OF FRANCE (Orleans to Vierzon).

—Notice is hereby given, that by an order of the board of directors, dated the 18th April last, a CALL of ONE HUNDRED FRANCS per share will be made DUE on the 20th inst., and payable at the company's office, in Paris, No. 4, Rue Grange Bateliere; upon this payment, and the delivery of the original scrip receipt, a transferable certificate of shares will be delivered in the name of the party to whom the shares were allotted.

N.B.—Interest at the rate of 5 per cent. per annum from the 20th inst. will be charged on calls remaining unpaid after the 31st instant. For further particulars or information please apply to Messrs. C. Devaux and Co., 62, King William-street, City, who will undertake to effect the payment of calls and the transfers.

## LEEDS, DEWSBURY, AND MANCHESTER RAILWAY.

—MORLEY TUNNEL CONTRACT.—The directors of the Leeds, Dewsbury, and Manchester Junction Railway will RECEIVE TENDERS as under for executing the works on that part of the railway extending from the Leeds and Ellam turnpike-road, near to Churwell, to a point between Howley Lower Mill and Batley, being a distance of about 4 miles. The principal work on this division of the railway is the Summit Tunnel, near Morley, which is upwards of 3600 yards in length. The remainder of the section comprises the usual works of excavation, embankment, masonry, ballasting, laying rails, &c. The working drawings and specifications, will be ready for inspection of contractors at the railway company's office, No. 6, Butts-court, Leeds, from Monday, the 9th, to Saturday, the 21st of June. Tenders to be sent in sealed or printed forms (which will be furnished at the office), addressed to the chairman of the board of directors, on or before Thursday, the 26th of June. The directors will meet at Leeds on Friday, the 27th of June, at Twelve o'clock, when parties tendering, or their authorised agents, are to be in attendance. The directors will not consider themselves bound to accept the lowest offer. Leeds, May 8, 1845.

## NEW ROSS, CARLOW, AND KILKENNY JUNCTION RAILWAYS, FOR CONNECTING NEW ROSS WITH THE TOWN OF CARLOW AND CITY OF KILKENNY.

Provisionally registered, pursuant to 7th and 8th Vic. cap. 110.  
Capital £500,000, in 20,000 shares, of £25 each.—Deposit, £1 10s. per share. OFFICES.—No. 12, HAYMARKET.

PROVISIONAL COMMITTEE.  
Charles Tottenham, Esq. J.P. and D.L., Ballycurry House, county Wicklow, and New Ross.  
Charles Tottenham, Esq. J.P., Macmurrough, New Ross.  
Charles Doyne, Esq. J.P. and D.L., Wells, county Carlow.  
Richard Kelly, Esq. London and New Ross.  
Thomas H. Kough, Esq. merchant, New Ross.  
Samuel Kough, Esq. merchant, New Ross.  
Edward Goff, Esq. merchant, New Ross.  
James Brown, Esq. merchant, New Ross.  
James Howlett, Esq. merchant, New Ross.  
James Galavan, Esq. merchant, New Ross.  
George Hartrick, Esq. merchant, New Ross.  
Samuel Handry, Esq. merchant, New Ross.  
William Cherry, Esq. merchant, New Ross.  
William W. Carr, Esq. merchant, New Ross.  
James Commins, Esq. merchant, New Ross.  
Richard Jeffares, Esq. merchant, New Ross.  
Dr. Mullin, New Ross.  
Martin Howlett, Esq. J.P., New Ross.  
Edward Carr, Esq. New Ross.  
Thomas Brehon, Esq. J.P., Newtown, New Ross.  
The Rev. James Crane, New Ross.  
Edward Chapman, Esq. Ringwood, New Ross.  
Francis Costelloe, Esq. New Ross.  
The Rev. William Brennan, New Ross.  
James E. Howlett, Esq. merchant, New Ross.  
Samuel Thomas Roberts, LL.D., Ravindon, County Carlow.  
B. B. Newton, Esq. Rathvade House, Bagnalstown, county Carlow.  
Walter Newton, Esq. Dunleekney, Bagnalstown, county Carlow.  
J. P. Newton, Esq. Dunleekney, Bagnalstown, county Carlow.  
John Newton, Esq. Bagnalstown House, county Carlow.  
Samuel Crosthwaite, Esq. Lodge Mills, county Kilkenny.  
Thomas Singleton, Esq. merchant, Bagnalstown.  
P. Terney, Esq. merchant, Bagnalstown.  
John Casey, Esq. merchant, Bagnalstown.  
William Christian, Esq. Beaumont Villa, Bagnalstown.  
David Burtchell, Esq. J.P., Brandanville and Graigue, county Kilkenny.

COMMITTEE OF MANAGEMENT.  
Antonio Pereira, Esq. 11, Park-crescent, Portland-place.  
Lancelot Archer Burton, Esq. Woodlands, Ensworth, Hants, and Conservative Club, London.  
George Farbes, Esq. Cleveford-row.  
Richard Littlewall, Esq. 42, Lime-street.

DIRECTORS of the Irish North-Western Railway.  
James Boyle, Esq. Temple.  
H. Pratt Barlow, Esq. Kensington.  
The Rev. H. R. Fowler, 7, Manchester-square.  
Charles R. Bigge, Esq. 19, Bryanstone-square.  
(With power to add to their number.)

BANKERS.  
The Commercial Bank of London; The National Bank of Ireland and its branches.

SOLICITORS.  
Messrs. Amory, Sewell, and Moore, Throgmorton-street, London.  
Anthony F. French, Esq. New Ross, and 22, Lower Gardiner-st. Dublin.

PARLIAMENTARY AGENT.  
C. F. Waddy, Esq. 103, Jermyn-street.  
SECRETARY pro tem.—Henry Dawson, Esq.

One of these lines will commence at the town of New Ross, and, passing through or near Graigue, Borris, and Bagnalstown, will terminate at Carlow, where it will form a junction with the South-Western Railway and other lines, giving a direct communication with Dublin and the whole of the south of Ireland; the other line will pass from New Ross, through or near Innistogue and Thomas Town, and will terminate at the city of Kilkenny. New Ross possesses an excellent harbour, and is the natural source of a large inland district, and being free from port charges, which in Waterford are very heavy, it must soon become a favourite steam-packet station.

It appears from the Custom-house returns, that the import duties paid at the ports of Wexford and New Ross for the last ten years were as follows:—

In 1835, Wexford, £4,917; New Ross, £3,906.

1836 " 6,306 " 8,017

1837 " 6,043 " 8,562

1838 " 7,439 " 12,150

1839 " 8,401 " 14,993

1840 " 9,333 " 20,746

1841 " 9,711 " 25,317

1842 " 9,701 " 24,396

1843 " 8,145 " 20,198

1844 " 9,501 " 22,708

From the above it is apparent that the town of New Ross has progressed in prosperity in a steady ratio far exceeding the town of Wexford, and that in this short period, while Wexford has only doubled its imports, New Ross has increased them sixfold.

As a further proof of the growing prosperity of this town it may be added, that in 1835 the tonnage hailing from the port did not amount to 500 tons, while at the present moment it exceeds 5000. It may be also stated that vessels of 1000 tons burthen approach its quays, and that the surveys of the Admiralty have recently reported the river as navigable by vessels of the largest class.

The distance from New Ross to Carlow is about thirty miles, and from New Ross to Kilkenny twenty miles; the country is densely populous, and considered as an agricultural district, one of the most fertile in Ireland. The produce in wheat, flour, butter, and bacon, and the passenger traffic, which is very considerable, at once insures an ample return for the capital employed. The landowners along the lines and the merchants are favourable to the undertaking. The traffic tables are now in the course of preparation, and will when completed, be presented to the public.

The plans, sections, and books of reference, will be ready within the time prescribed by Parliament, and application will be made for a bill to incorporate the company early in the next session. The usual power will be taken by the Act to allow interest at 4 per cent. per annum after passing the Act on the amount of the subscriptions paid up, and no subscriber will be answerable for more than the amount of his deposit of 1l. 10s. per share until the Act be obtained, and then not beyond the amount of his subscription.

Prospectuses, with forms of applications for shares, may be had at the offices of the solicitors in London, or New Ross, and of the following stock and sharebrokers:—viz., Messrs. John Shewell and Son, 24, Tokenhouse-yard, London; Messrs. John Hall and Co., and Messrs. E. S. and C. Boulton and Co., at Liverpool; Mr. J. R. Owen, at Manchester; Mr. W. Bell, and Mr. James Pringle, at Edinburgh; Mr. W. Connell, at Cork; Messrs. Bruce and Symes, Mr. Lamsue, Mr. James Paterson, and Mr. Edward Brown, at Dublin; Messrs. Tate and Nash, at Bristol; Mr. Francis Stamp, at Hull; Mr. Holland, at Coventry; Messrs. Wellbourn and Oastler, at Leeds; Mr. Law, at Birmingham; and of the secretary, at the company's offices, 12, Haymarket, London.

## NEW ROSS AND CARLOW JUNCTION RAILWAY.

At a MEETING held in the Town Hall of NEW ROSS, on Wednesday, the 7th May, 1845, pursuant to public notice, the following resolutions were unanimously agreed on:—

CHARLES TOTTENHAM, Esq. of Macmurrough, J.P., in the chair.

Proposed by Richard Kelly, Esq. of London, seconded by the Rev. William Brennan; Resolved,—That the Waterford, Wexford, Wicklow, and Dublin Railway Company, having by their late plans and specifications, departed essentially from those detailed in their published prospectus, we will give such line every legitimate opposition in our power.

Resolved,—That we fully concur in the opinion expressed by the Board of Trade, "That the line of railway between Wexford and Carlow, though complete in itself, is likely to be more costly than its traffic may justify;" and, in accordance with that opinion, and as being prejudicial to the interests of this town, it is our determination to oppose it.

Proposed by Martin Howlett, Esq. J.P., seconded by Edward Carr, Esq.; Resolved,—That the proposed junction line of railway, from New Ross to Carlow, passing through Graigue, Borris, Bagnalstown, and Leighlinbridge, meets our cordial approbation, and that we will give it our utmost support.

Proposed by Thomas Brehon, Esq. J.P., seconded by the Rev. James Crane; Resolved,—That the Wexford, New Ross, and Valentia line of railway demands our warmest support, as carrying out the views and recommendation of the Railroad Commissioners, by opening a direct communication from this naturally favoured locality, through the south-western districts, to the harbour of Valentia.

Proposed by Edward M. Chapman, Esq. seconded by Francis Costelloe, Esq.; Resolved,—That the following gentlemen be appointed a committee to prepare a petition to Parliament, grounded on the foregoing resolutions:—Messrs. Richard Kelly, Samuel Kough, James E. Howlett, and James Galavan; and, further, that Richard Kelly, of Cleveford-row, London, and New Ross, Esq., be requested to take the necessary steps in London for carrying the same into effect.

Proposed by Edward Hay, Esq. seconded by William Dowley, Esq.; Resolved,—That the foregoing resolutions be published in the Wexford, Waterford, Dublin, and London newspapers.

CHARLES TOTTENHAM, J.P., Chairman.  
Charles Tottenham, Esq., having left the chair, and the Rev. William Brennan being called thereto.



## RAILWAY GAZETTE.

## PILBROW'S ATMOSPHERIC RAILWAY.

The following unwarrantable and unfounded paragraph appears in the *Railway Herald* of Thursday last:—"Pilbrow's Railway.—The hopes of this plan have been knocked on the head in France by M. Chameroi, who claims the priority and the patent right, which has been conceded by Pilbrow's agent in France; this will seriously damage the prospects of the company here." Wholly unconnected as we have ever been with this, as with all other companies of the kind, uninfluenced by anything but a respect for justice and the truth, we feel called on to give the most indignant contradiction to the above statement. It is not our province, nor has it been our custom to quarrel with any opinions entertained by our contemporaries on open questions of science or of commerce, and unequivocally as we have ourselves avowed our admiration of the invention, we never controverted the right of others to entertain a contrary opinion; other prints have judged of its merits differently—they have blamed where we approved, but, deeming it sufficient to establish our own position, we did not object to the maintenance of theirs. Now, however, the case is different: a paper suddenly puts forth to the world a damning statement, without proof, without authority, without deigning any grounds for its unqualified declaration whatever, bearing on its very face the stamp, not only of falsehood but malignity: and humble but disinterested promoters as we are proud to have been of a system promising so highly, we feel called on, for our own character as journalists, (which, however, our contemporary appears to despise, for it recently applauded the system for its beauty and originality), to treat the matter thus plainly and indignantly. Not only is there no foundation for one little of the paragraph, but there is ample public evidence to the contrary—evidence easily accessible to all who desire to assert the truth. As far back as October last, we published the indefinite and unqualified specification of that scheme, which M. Chameroi contends is the same as that now introduced by Mr. Pilbrow: any one, who has read the details of both, will at once perceive their total dissimilarity; but that is not the immediate question now: M. Chameroi himself scarcely claims what the *Railway Herald* would now unscrupulously accord him; and accord him, not on their own independent opinion, but on the affirmed concession of Mr. Pilbrow's agent in France. It is this latter assertion of which we most loudly complain, ushered in by a coarse and false announcement, "that the hopes of the plan have been knocked on the head." So far from the agent, as he is called, having admitted the justice of M. Chameroi's claim, he has unqualifiedly repelled it; in a letter, which we last week published, as translated from the *Che-mins de Fer*, he clearly points out the particulars, the merit, the originality of Mr. Pilbrow's system, and as clearly asserts the invalidity of M. Chameroi's title to priority. This, forsooth, is his conceding to that title! and with such a document on record, a public journalist dares assert that the agent in France has admitted the patent right of M. Chameroi; that therefore the prospects of the company will be seriously damaged; and the hopes of the plan have been knocked on the head. We need not now repeat our contradiction of the statement, wholly unfounded in every detail; we believe the matter will not be allowed to rest here, and any further remark of ours would be premature, if not unnecessary.

## RAILROADS IN SPAIN.

Sir,—I addressed you a letter a fortnight since on this subject; in your Notice to Correspondents, of the same week, you stated—"A Small Capitalist's" letter must be withheld, until the whole of 'C. L. W.'s' communication has appeared." I looked anxiously for my letter the week following, but found you had excluded it; this is not according to the rules of justice, which correspondents generally meet in your columns, and I am at a loss to conceive why so inoffensive a letter as mine should have been so unjustly treated. By a paragraph in the City Article of the *Times* of to-day, I perceive a doubt has been thrown on the practicability of carrying out the Royal North of Spain Railway, and some grave accusations made against the projectors of that railroad. I am anxious to see the reply your correspondent, the "Idler in the Asturias," will make to the last letter of "C. L. W." as that gentleman, "the Idler," has, from the first stated the engineering difficulties to be met with in the Puertos, which 'C. L. W.' has never controverted. I now ask you to inform me, how much of the road has been surveyed—if not, how could engineers make statements on what they have not seen? Is it fair to the public to make an estimate on the verbal report of the projectors? The Royal North of Spain Railway shares were issued at a premium, and even then were difficult to be obtained. How was this? I must say that, until some explanations are afforded, I, as well as many others, can only consider this a scheme, to pander to the present gambling mania in railways.

London, May 15.

A SMALL CAPITALIST.

[The former communication of our correspondent having been at the time unavoidably left over, naturally lost the value attached to it as of momentary interest: this explanation will, we hope, be satisfactory as to its omission. With reference to the present communication, we know not whether we are warranted in giving insertion to it, inasmuch that an explanatory letter has appeared in the columns of the *Times* of yesterday, the substance of which, of course, our correspondent was not in possession of at the time of writing, or it might possibly have had some influence, or altered the terms of his letter. We have not yet received our "Idler's" letter, and we shall be disposed to think that he has either adopted an apt title, or that "C. L. W." is too much for him; however, our pages have been so heavily pressed with matter of late, that we can imagine an "Idler's" silence arises from kindness of feeling towards ourselves. Our correspondent puts some pointed questions; but, as it cannot be supposed we are behind the curtain, he must needs wait a reply from those possessing information. We think, however, that "A Small Capitalist" is begging the question; for he asks, "How much of the road has been surveyed?" and then, jumping at a conclusion, without waiting a reply, adds, as a consecutive paragraph, "If not, how could engineers make statements on what they have not seen?" We think the query should first be answered before the conclusion be arrived at. The next question is, "How far is it fair to the public to make an estimate on the verbal report of the projectors?" This we presume to be assumption, as most certainly we have seen data, on which we believe the prospects to have been grounded, and which, certainly, is not based on "the verbal report of the projectors." Our correspondent next tells us, "The Royal North of Spain Railway shares were issued at a premium, and even then were difficult to be obtained." This is not the case. The shares were issued at par, and although "A Small Capitalist" with others, might have found a difficulty in obtaining an allotment, and that the directors, doubtless, took care of themselves and friends, yet we do not think he is warranted in assuming quite so much to himself, although his opinion, no doubt, would guide many others.]

## ROYAL NORTH OF SPAIN RAILWAY.

TO THE EDITOR OF THE TIMES.

Sir,—In your City article of this day, you have given circulation to remarks upon the Royal North of Spain Railway, founded upon a paragraph extracted from some foreign paper, to which I feel bound to give an immediate and distinct reply. Being the party who obtained the decree for the construction of the railroad in question, I am, therefore, enabled to state that the amount mentioned as paid to me by the company for the said decree is a gross exaggeration. And as to the practicability of the line, it is useless for me to enter into any discussion upon an engineering question. The company are satisfied with the opinions of parties upon this point, who are capable of pronouncing upon it. But, for the satisfaction of all parties interested in the success of the undertaking, I feel happy to be able to state that I am at this moment in receipt of information (derived from a source competent in every engineering point of view) confirmatory of the perfect practicability of the line.

Trusting you will give insertion to this communication,

I remain, Sir, your obedient servant,

6, Cleveland-row, London, May 15. RICHARD KEILY.

## RAILWAYS IN IRELAND—DUBLIN AND COLERAINE.

Sir,—As you have again thought proper to attack the Dublin and Coleraine Railway, and treat the piteous one as the "legitimate" company, it will only be common justice if you insert this reply. It is really disgusting to witness the unblushing effrontery of the promoters of this Armagh and Coleraine Company! they publish to the world accounts of meetings and resolutions passed; "deprecating the 'factious' conduct of the other company."—of course they deprecate any and everything that will retard their pushing their line, but depend upon it, when the matter comes to be laid before the Board of Trade, things will assume a totally different aspect. Every person conversant with Ireland well knows that it was next to impossible to undertake the construction of railways in that country, while it was in so distracted a state, and, therefore, the survey made several years back has been lying dormant until the time arrived, when there was a probability of carrying out the plan; that time being

arrived, the company (now called Dublin and Coleraine) was in the course of formation, when the Armagh and Coleraine hastened to get up a counter plan; and, such was the rage at the moment for railways, that they were enabled to get it out, the deposit in their being so small, a few days before the other appeared—but does that give them the right to call the Dublin and Coleraine a "factious company," or to publish the account of meetings, as if the whole country were in favour of their plan? when the contrary will be found to be the case. The Armagh Company tries to sneer at the survey made by the other, because the country was surveyed by Mr. Armstrong and others several years back; but, as their line runs side by side for miles, pray, let me ask if they have not shamefully borrowed the other's line? I observe the Armagh Company carefully omits allusion to the land of the Mercers' Company, through which the railway passes, and why?—because they know quite well that that company is in full possession of the facts of the case, and have given their sanction to the Dublin and Coleraine Company. I must beg of you, Mr. Editor, to suspend your judgment until the two companies come before Parliament, and then it will be seen which is really the original promoters of the line in question.—*Cornhill, May 14.*

## A CONSTANT READER.

[As on a former occasion, we allow "A Constant Reader" to answer our remarks on the Armagh and Coleraine Railway. We also gave publicity, on the 8th March last, to a communication from Mr. Barnes, the secretary of what is called the Dublin and Coleraine Company, and even solicited information respecting their proposed line—such we have never received, and, consequently, drew our own conclusions of the company itself; and are not now aware that anything beyond a mere casual announcement has ever been published, and that only in one or two of the morning papers. As we before said, our object alone is that of securing for Ireland the advantages of railway communication, and our columns are as open to one party as the other, to explain their respective undertakings. The latter part of "A Constant Reader's" letter being on a subject totally irrelevant to that which has called forth his strictures, and on which we have not advanced an opinion, we can only insert it as a separate letter with his name attached.]

Since the above was in type, we have received a second communication from the "Constant Reader," merely alluding to the fact of Lord Charlemont having lately presided at a meeting in favour of the line. As the letter and the meeting alike leave us in the same ignorance as to the objects and character of the line, as well as to which of the routes they intend finally to adopt, we cannot see the utility of their publication.]

## NEWCASTLE AND CARLISLE RAILWAY.

Sir,—What Mr. Nicholas Wood could mean, by stating, in his examination before the Berwick Railway Committee, that coals are carried on the Newcastle and Carlisle Railway at 1d. per ton per mile, is for him to clear up. The statement is utterly false. The charge for coal is, for Carlisle consumption, 2½d., and for exportation, 1½d.; and Mr. Nicholas Wood was one who strenuously opposed any reduction, when it was proposed, at the last annual meeting, by Mr. Dixon, one of the directors. Mr. Wood can probably explain—for it is not easy to divine it—why the charge for carriage to Carlisle should be twice as much as for exportation? There is the same power required—the same wear and tear takes place—the same railroads—the same waggons are used—and yet, because, in one case, the coal goes to Ireland by canal, and in the other it is consumed in Carlisle, the charge on the latter is doubled! The general feeling in Carlisle is, that the directors, being one and all more or less interested in the coal trade, are induced by that interested feeling (which they scruple not to attribute to others) to maintain the exorbitant rates of tonnage on coal, in order to prevent the Blenkinsopp, and other companies, competing at Newcastle. And these are the people to whom the interests of the projectors of the Newcastle and Carlisle Railway Company are entrusted!—one consequence of whose obstinacy is, that the Blenkinsopp Company have closed their works, to their own great loss, and at a loss to the railway company of upwards of 8000l. per annum! It will be worth while for the projectors—and, sooner or later, it must be done—to overhaul the direction, and not permit it to be any longer lorded over by the chairman—a man, whose obstinacy is proverbial—a man, who, in the article of coal, insists upon a high rate, yet is constantly acknowledging the principle of low rates, and acting upon it in other matters—e.g., lime and iron ore are carried (to Newcastle, by-the-by,) at and under 1d. per ton per mile—and, if there be any feasible excuse for a holiday—or simply, in other words, an "idle day"—as a gala day at Naworth, an Easter or Whit-Sunday—and often, without even the pretence of excuse, out comes a flaming placard, "by order" of the court of directors (though protested against by the Carlisle directors), advertising a *Sunday pleasure trip, at half fares*. This disgraceful practice is of constant occurrence, yet the regular, legitimate, and best trade of the line is to be cramped—nay, stifled—by exorbitant rates; because Mr. Plummer, the chairman, (he of Haswell notoriety); Mr. Wood (Nicholas, you know something about Haswell, don't you?) a coalowner; Mr. Johnson, a coalowner, and others similarly circumstanced, decide that it shall be so. The projectors will look to their own interests, and have a better selected board ere long, and see how the 50,000l. was paid off!—save the mark—paid off!! If the dividend of last year was really paid out of the fair business of the line, or from a lucky, but unjustifiable, speculation in other lines, how were the shares suddenly run up to such an unhealthy price, and why are they now tumbling down as fast as they rose? &c.

## ONE WHO WILL BE ANSWERED AT THE NEXT PUBLIC MEETING.

## SHREWSBURY, HEREFORD, AND NORTH WALES RAILWAY COMPANY.

This line, to which we briefly adverted in our last, as will be seen by the advertisement in our columns of to-day, forms a continuation of the Monmouth and Hereford Railway, at the same time that it is in connection with the other lines of the Great Western Railway. As will be seen on reference to the prospectus, the direct line is between Shrewsbury and Hereford, such being the termini, while it is proposed to carry out branch lines, the terminus of one of which is that of Newtown, in Montgomeryshire, which, certainly, may lay claim to railway communication, if its large population and manufactures be considered. It is satisfactory to find, at a moment when much difficulty exists in obtaining the aid of engineers of eminence or ability, in taking upon themselves the onerous duties, as well as responsibility, devolving on them, in acting as the directing engineers and superintendents of new lines of railway, that this company have secured the services of Mr. I. K. Brunel, whose experience and ability are undoubted, as they are universally admitted. At the same time, the intimate connection of this gentleman with the Great Western Railway, and with which line the one under consideration will form a branch, affords strong evidence of the opinion entertained of the importance to be attached to the undertaking, while the local influence possessed by the company, and the high opinion expressed in the most influential quarters, fully justifies the most sanguine expectations of the projectors.

## NEW ROSS, CARLOW, AND KILKENNY JUNCTION RAILWAYS.

The prospectus of this company, which is intended to connect New Ross with the town of Carlow and the city of Kilkenny, will be found in our advertising columns of to-day, and affords a further gratifying instance of the interest evinced in the Sister Isle, in union with that manifested on this side the Irish Channel, as regards railway communication, and the importance they attach to a medium which not only reduces time but space, affording facilities and advantages never contemplated until within the past few years, and last of all by Ireland. We have, on several occasions of late, noticed the projected railways in Ireland, as also those which are partially in operation, and we are well pleased to find that, instead of the apathy which some years since prevailed, with regard to investments of this nature, now a rivalry exists, and each town looks to their own interests, while the landholders are no longer lukewarm, but anxious to encourage that which they before dreaded. It is now seen and acknowledged that railway communication is calculated, not only to afford comfort, and economy of time and money, to the landlord, but it also enables the tenant to avail himself of other markets than those close at home; his industry and spirit are excited, and the improved state of the several districts which are intersected by railways, at once prove the value which is to be attached to them, as affects the interests of the community at large. The line immediately under notice commences at the town of New Ross, passing through Graigue, Borris, and Bagnalstown, its terminus being at Carlow, where it joins the South-Western and other lines of railway, thus affording a direct communication with Dublin and the whole of the south of Ireland. Another line, or branch, will be carried from New Ross, by way of Imistogue and Thomas Town, to Kilkenny. It is hardly necessary to advert to the position of New Ross, as affording an excellent harbour, and being the natural seaport of a large inland district, while the circumstance of its being free from port-charges, which, in Waterford, we are given to understand, are very heavy, must necessarily have a favourable influence as regards a railway communication with that port. As a pleasing evidence of the advancement of Ireland—for it is well known we have ever taken an interest in the welfare and progressive prosperity of that country—we may observe that, while the duties paid in the port of

Wexford, in 1835, were 4917l., that of New Ross did not exceed 3906l., being about four-fifths the amount; while, on referring to the returns for 1844, we find that the import duties paid in Wexford amounted to 9501l., or nearly doubling itself in the ten years, while those of New Ross were 22,703l., or nearly an increase of six times the amount paid in 1835, while the increasing prosperity of the port and town of New Ross is manifested by the tonnage "hauling from the port," which, in 1835, is represented as not amounting to 500 tons, while at the present moment it exceeds 5000 tons. We have not space to enter further into detail, while we may observe, that not only have the applications for shares exceeded those to be allotted, in the same ratio as the increase in the duties of the port—that is, sixfold—but the proposed line, affecting the interests of another project—that of the Carlow and Wexford—which is said to be impracticable, a revulsion has taken place in favour of the new project, and, of course, adverse to the other line. A meeting was held at New Ross, last week, which was numerously attended, an abstract of the proceedings at which we will endeavour to give in our next, so pressed are we with matter at the eve of going to press.

**CENTRAL OF SPAIN RAILWAY.**—The port of Lisbon is the nearest on the continent of Europe to the New World, and a railway being determined on, connecting it with the Spanish frontier, this line is proposed to continue the communication on to Madrid, and thus connect that capital with the Portuguese metropolis. The grant for the construction of this Portuguese line has been ceded to the above company, which, it is expected, places them beyond the reach of competition, in the formation of the Spanish line, and the Central of Spain Railway is likely to be the only way of communication between the two kingdoms. The chief part of the course of this line is through the fertile valleys of the Tagus and the Guadiana, and possesses fewer engineering difficulties than any other proposed railway in Spain; from Madrid it will pass through the valley of the Tagus, by Talavera, Trujillo, and Merida, to Badajoz, and throughout, will be in the direction of the present high road. The province of Estremadura, through which it passes, has ever been celebrated for the finest wool in Spain, abundance of silk, a greater quantity of cattle and swine than any other district, and 4,000,000 of sheep are annually driven to pasture on its plains. The fish trade alone, from the Bay of Lisbon to the interior of Spain, will secure an immense traffic, and the precious metals, with the vast quantities of valuable minerals which are produced in that country, with its wines, oils, fruits, brandies, cork, and timber, offer resources for an income from this railway, which will pay an ample per centage on the capital expended. Should it be at any time considered desirable to deviate from the originally intended route, the directors will have full powers to carry such alterations into effect, and the requisite preliminary measures have been taken to insure the concession.

**GRAND UNION RAILWAY.**—This line has already commanded unusual interest in the locality, for whose benefit it is proposed; the applications for shares have already more than equalled the disposable amount, and great anxiety is evinced to form a connection with the undertaking. Lord Ranciliffe, Sir W. E. Welby, Bart., and Sir M. L. Cholmeley, Bart., have joined the provisional committee, and these, in conjunction with the names already appearing in the list, must enhance its credit, and tend to enlarge its influence. We understand that a communication is being opened by the promoters of the scheme with the proprietors of the Grantham Canal, and, considering the honourable terms on which both parties are likely to meet, we anticipate a liberal arrangement for their mutual benefit, and the advantage of the community.

We observe that a company is forming, for constructing a railway from the Highbridge station, on the Bristol and Exeter Railway, to Glastonbury Wells and Bruton, to join, at the latter place, the intended Wilts, Somerset, and Weymouth Railway; to be called the Somersetshire Midland Railway.

## GREAT EASTERN &amp; WESTERN RAILWAY, from Great Yarmouth to Swansea.—Provisionally registered pursuant to 7 and 8 Victoria, cap. 110.

Capital £3,500,000, in 70,000 shares of £50 each.—Deposit £10s. per share.

On reference to the map of England, it will be found that the existing railways lying to the north of the Thames, with the exception of the Great Western and Maryport and Sunderland railways, run more or less in a northern and southern direction.

The object of the present railway is, by taking Birmingham as the manufacturing capital, as well as the centre of England, to make a direct communication between it and Swansea on the west, and Great Yarmouth on the east; thereby connecting the Irish Sea and Bristol Channel with the German Ocean.

The counties through which it will pass are those of Rutland, Leicestershire, Warwick, Worcester, Hereford, Monmouth, and Glamorgan, embracing from its contiguity, and by taking advantage of the lines already formed, the counties of Norfolk, Cambridge, Huntingdon, Northampton, Nottingham, Derby, Stafford, Gloucester, Brecon, and Carmarthen. The country embraced within its sphere of action is, in every respect, the richest for mining, agricultural, and manufacturing produce; and contains a population amounting to 3,000,000.

This line, commencing actually at Oakham, though by the above means virtually at Great Yarmouth, will embrace directly or indirectly the towns of Norwich, Thetford, Brandon, Ely, Downham, Lynn, Wisbeach, Peterborough, Stamford, Oakham, Leicester, Nuneaton, Birmingham, Stourbridge, Kidderminster, Stourport, Worcester, Hereford, Abergavenny, Merthyr Tydvil, Neath, and Swansea.

The Counties of Glamorgan and Monmouth abound in Iron as well as Coal; as do those of Brecon, Worcester, Stafford, and Salop. The quantity of coal produced annually in England and Wales is estimated at 1,800,000 tons; of this one-third is raised in the immediate vicinity of Merthyr Tydvil, whilst another third is the produce of the English counties above named. The whole of this quantity, with the Copper, &c., from Swansea and its neighbourhood, will depend for transit to Birmingham and the manufacturing districts upon this railway.

The coal-fields of Monmouthshire and South Wales are inexhaustible, extending over more than 1,200 square miles. The coals are equal to every part of the world, even to Calcutta and China. The Welsh coal, or stone coal, is also in great demand for manufacturing purposes.

Stone for building may be abundantly supplied along the whole line. The exports of Welsh slate, at present amounting to between 7,000 and 10,000 tons annually, will be considerably increased; and the lime and limestone found in several portions of the line will find a ready transit, not only for building, but manufacturing and agricultural purposes.

The Droitwich salt must depend chiefly upon this railway for its conveyance. The annual consumption of salt for export and home purposes exceeds 1,000,000 tons. The half of this quantity is made at Droitwich.

The various articles required for the manufacture of glass of all kinds will be conveyed by this railway to Stourbridge, Birmingham, and other parts of Warwickshire, as well as to Staffordshire.

The pottery and porcelain will prove articles of considerable traffic on this railway. The annual sales from the English Potteries amount to 2,250,000l. Worcestershire in reality possesses greater facilities for this manufacture than the counties of Stafford and Derby, for though these have abundance of coal (which by means of this railway will find a ready and cheap transit to the eastern agricultural districts), they depend for their pottery upon Dorsetshire and Devonshire, and for flint upon Kent; whereas, Worcestershire possesses a ready supply of all these materials. The annual manufacture of leatheren shoes at Worcester has been estimated at 500,000 dozen pairs, and valued at 380,000l.

The total annual value of metallic goods, made chiefly at Birmingham and Sheffield, by the last Government estimate (in 1815), was 17,000,000—320,000 persons then finding employment. Birmingham has since doubled its population; and Swansea, Merthyr, Stourbridge, Dudley, and numerous places in the counties of Worcester, Stafford, and Warwick, have vastly increased in size and importance.

The traffic in woollens and silks will be greatly increased by means of this railway: the numerous fairs and markets will be carried to the Midland and Eastern counties, and will find a ready outlet from Yarmouth and Swansea. So also will the Worcestershire woollens and worsteds, and the carpets and rugs of Kidderminster. The numerous and valuable fabrics of Norwich will find easy sales in the Western counties and the principality of Wales.

At present 80,000 barrels of cyder, and 20,000 barrels of perry, are annually sold from the counties of Hereford, Worcester, and Gloucester: the orchard owners of these counties, means of this railway, will have the opportunity of doubling their sales. By means of this railway the great agricultural counties of Lincoln, Norfolk, and Suffolk, and those in the principality, will be enabled to supply corn, cattle, and provisions of all kinds to Birmingham and the adjacent densely populated manufacturing districts.

Sea and fresh-water fish will be supplied in daily abundance all along the line, from Swansea and Great Yarmouth.

The distance by this railway between Swansea and Worcester will be seventeen miles shorter than by any other proposed line, whilst it possesses the all-important advantage of passing directly through the heart of the iron and coal district; and there are, perhaps, few instances where greater advantages may be reasonably anticipated from the extension of a communication which will place so many considerable places and important mineral and agricultural districts, which have hitherto suffered from the comparative isolation of their position, within a few hours' journey of the great manufacturing districts of England.

A recent report of the Board of Trade states that railway accommodation will be evidently, at no distant period, be required, to place Herefordshire, Worcestershire, South Wales, and the important districts lying to the west of the present lines of railway, in direct and unbroken communication, through Birmingham, with the manufacturing districts and the great railway system of the rest of the kingdom.

From the foregoing abundant sources of traffic, to say nothing of the profit derivable from a never-ceasing flow of passengers, an unusually large per centage upon their capital may be confidently anticipated by the shareholders of the company. Fewer will be asked in the bill to be presented to parliament, to allow interest at the rate of 4l. per cent. per annum on all deposits and calls, from the time of payment until the opening of the line.

In conclusion, public attention having been drawn to the atmospheric principle, the committee think it proper to state, that they will be in a condition to take advantage of that principle, should it be eventually proved advantageous to their undertaking.

Applications for shares are at present to be made to the provisional committee, at the office of Messrs. Edmund and Preston, solicitors, 47, Moorgate-street, London; or Messrs. John Shevell and Son, sharebrokers, Tokenhouse-yard; Mr. John Dancutt, sharebroker, Manchester; Messrs. W. Reynolds and Son, sharebrokers, Liverpool; Messrs. H. and C. Beardsley, sharebrokers, Leeds; Messrs. Tate and Nash, sharebrokers, Bristol; and Mr. Andrew Brand, sharebroker, Glasgow.